#ISSUE 32

THE Aviator AFRICA

Your Number One Source of Aviation News in Africa June, 2026

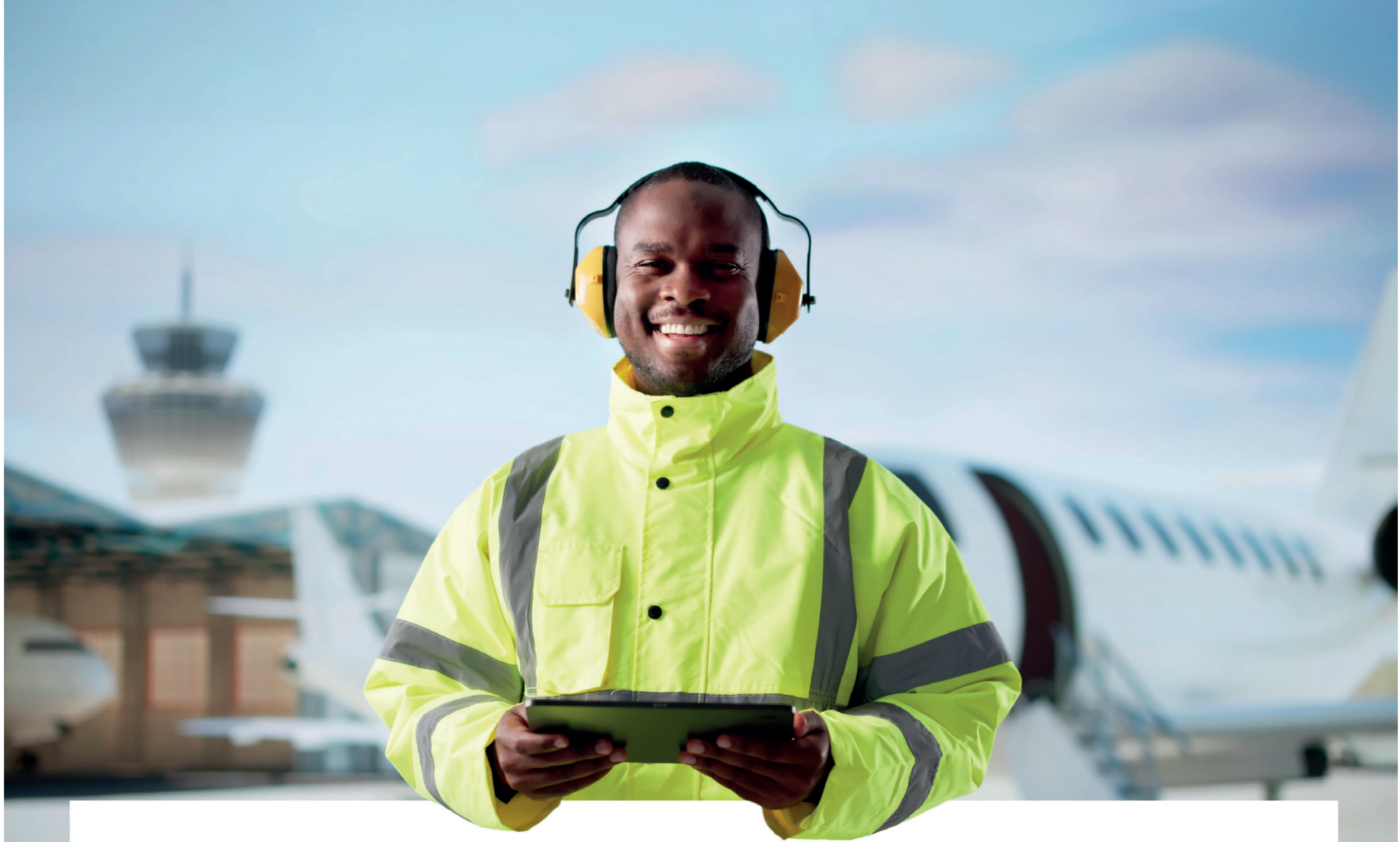
7TH EAC AVIATION SYMPOSIUM

32 - 33 The New Airline Alliances

50 - 51 GE and Rolls-Royce Engines

55- 56 KAMAN K-MAX Helicopter

6 162567 745900



Published by:

THE Aviator AFRICA

CHIEF EXECUTIVE OFFICER
Ssemawere Oscar
Email: ceo@theaviator. co.ug

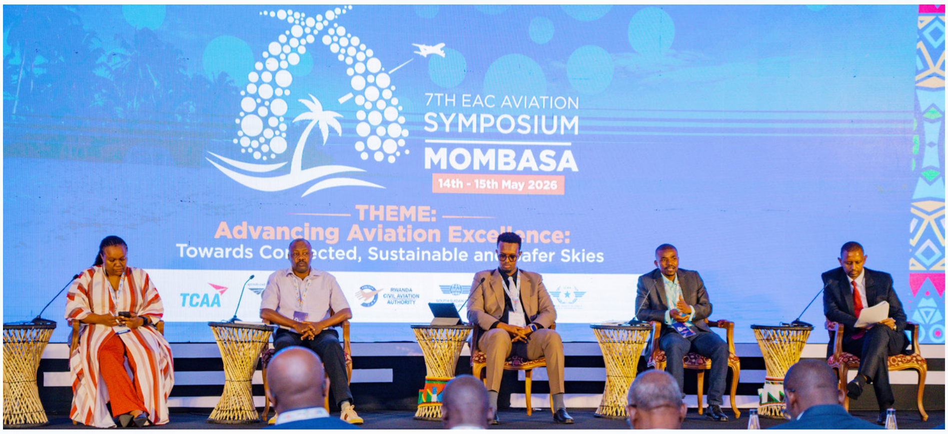
EDITOR-IN-CHIEF
Vincent Mwesigye Mupenzi
Email: v.mupenzi@theaviator.co.ug

EDITORIAL & PHOTOGRAPHIC CONSULTANTS
Ssemawere Oscar, Daniel Bakalangudde, Vincent Mwesigye Mupenzi, Ssembajjwe Robert

CORRESPONDENTS
Wendy Cella Nyawede - East Africa
Eddah Waithaka - East Africa
Harriet James - East Africa
Fredrick Wabwire - UK
Maureen Wanyana - Canada

DESIGN & LAYOUT
Daniel Bakalangudde
b.daniel@theaviator.co.ug

CREDITS
- CASSOA
- KCAA
- AFRAA
- UCAA
- GE Aerospace
- Rolls-Royce
- F151 Fighter Jet



CONTENTS

AFRICA:
7th EAC Aviation Summit 2026 Advancing connectivity, safety and sustainability P: 12 to 14

Aviation Technology Companies To Watch P: 16 to 17

Medical Aviation In Africa: Saving Lives from the Sky P: 23

GLOBAL:
The Striking Differences between General Electric (GE Aerospace) and Rolls-Royce engines P: 50 to 51

MILITARY:
KAMAN K-MAX Helicopter: No Tail Rotor, verlapping Blades P: 56 to 57

TODAY IN AVIATION HISTORY:
First flight of the Stits SA-2A SKY BAby P: 59

www.theaviator.co.ug
+256 393 515 148
info@theaviator.co.ug
The Aviator Africa
The Aviator Africa
The Aviator Africa
@theaviatorafrica
theaviatorafrica

AVIATION **LOGISTICS** **TOUR**

With Proven Experience And Trusted Partners

IATA
AFRICAN UNION
United Nations
IASO
INTERNATIONAL AVIATION SERVICES ORGANIZATION

www.entebbeairways.com

+256 (0) 763001287
+256 (0) 393515148

entebbeairways

Headquarters:

Plot 24B, Lugard Avenue,
Entebbe, Uganda
Tel:+256 763 001 287

Entebbe International Airport

Office No. PTB. 115, 2nd Floor,
Passenger Terminal Building
P. O. Box 178, Entebbe, Uganda
Direct line: +256 312-352 000 - Ext: 3072

info@entebbeairways.com
admin@entebbeairways.com

4TH PUBLIC FINANCE MANAGEMENT CONFERENCE

UGANDA CIVIL AVIATION AUTHORITY COMMITS TO STRENGTHENING PUBLIC FINANCIAL MANAGEMENT

The Uganda Civil Aviation Authority (UCAA) participated in the 4th Public Finance Management (PFM) Conference, held from May 6–8, 2026, at the Imperial Resort Beach Hotel in Entebbe.

The conference convened under the theme: "Strengthening Public Finance Management for Sustainable National Development."

The event was officially opened by the Prime Minister of Uganda, Rt. Hon. Robinah Nabbanja, who commended stakeholders for their collective efforts in advancing fiscal discipline and accountability across public institutions.

The keynote address was delivered by the Ag. Accountant General, Mr. Godfrey Ssemugooma, who also serves as a member of the UCAA Board.

In his remarks, Mr. Ssemugooma underscored the critical role of digital transformation and sound financial management in driving Uganda's Tenfold Growth Agenda, particularly as the country transitions into the Fourth National Development Plan (NDP IV) cycle covering 2025/26 to 2029/30.

The conference brought together finance and governance professionals to deliberate on key issues shaping Uganda's economic future, including:

- Domestic Revenue Mobilisation in a Changing Economy
- The Evolving Role of External Audit in a Dynamic Digital Environment
- Transition to NDP IV
- Role of Audit and Governance
- Public Sector Productivity &

Governance

UCAA was represented by a delegation of eight accountants. Among them was CPA Nancy Amuge, UCAA's Manager Finance, who chaired one of the conference sessions. CPA Amuge is also a member of the Governing Council of the Institute of Certified Public Accountants of Uganda (ICPAU) and serves as Chairperson of the Public Accountants Examinations Board. The 4th PFM Conference served as a vital platform for knowledge exchange, peer learning, and policy dialogue, reinforcing the shared commitment of Uganda's public finance institutions to sustainable national development.

The event aimed to:

- Strengthen accountability and transparency in government spending
- Improve domestic revenue mobilization strategies
- Enhance efficiency in public resource utilization
- Support Uganda's transition into the Fourth National Development Plan (NDP IV)

The conference also served as a platform for generating policy recommendations that are submitted to the Ministry of Finance for consideration.

IN THE NEWS

Ethiopian Marks 80 Years of Excellence with Airshow and Cultural Day

Ethiopian Airlines celebrated eight decades of aviation leadership with a Static Airshow and Global Cultural Day yesterday May 14th 2026 attended by Transport Minister H.E. Dr. Alemu Sime, ambassadors, board members, and Group CEO Mr. Mesfin Tasew.

Founded on April 8, 1946, Ethiopian began with a single flight from Addis Ababa to Cairo via Asmara using a Douglas C-47.

Today, it is Africa's largest airline, operating over 170 modern aircraft to more than 145 destinations across five continents.

The carrier has a long history of African firsts: first African jet service (Boeing 720, 1962); first Boeing 767, 777-200LR, 787 Dreamliner, and Airbus A350 on the continent. In 2018, it became the first African airline to operate 100 aircraft.

Resilience defines Ethiopian's journey. From relocating to Nairobi during political turmoil in 1991 to converting passenger planes for cargo during the COVID-19 pandemic, the airline has consistently turned crises into growth opportunities.

Economically, Ethiopian supports over 500,000 jobs in Ethiopia and contributes roughly $2 billion annually through tourism and related sectors, according to IATA.

It has also helped establish Addis Ababa as the diplomatic capital of Africa, home to the African Union. Looking forward, the airline plans to expand its fleet to 350 aircraft, serve 243 global destinations, and increase annual passengers from 20 million to over 60 million.

Ethiopian's quality has earned it Skytrax's "Best Airline in Africa" for eight consecutive years, APEX "Best Overall in Africa," and multiple passenger experience awards.

Most recently, it was named "Airline of the Year for Best Profitability Global Operations" at the AFRAA General Assembly.

"We have bridged gaps, linked nations, and connected economies for eight decades," said CEO Mesfin Tasew. "This is a remarkable moment for our stakeholders, partners, and customers."

The anniversary celebration underscored Ethiopian Airlines' enduring legacy under the theme #80YearsOfExcellence.

Astral Aviation Launches New Weekly Cargo Service Between Nairobi and Asmara

Astral Aviation Ltd has announced the launch of a new weekly freighter service connecting Nairobi and Asmara, marking a significant step in strengthening logistics and trade links across the Horn of Africa and beyond.

The new route will allow Asmara to connect seamlessly to Astral's expansive regional and international network via Nairobi, providing Eritrea with direct cargo access to key markets in Africa, the Middle East, Asia, and Europe.

Destinations served via Nairobi: Asmara, Jeddah & Riyadh, Sharjah & Dubai World Central (DWC), Djibouti, Mogadishu, Port Sudan, Entebbe, Kigali, Juba, Dar es Salaam

According to Astral Aviation, the new service underscores the company's ongoing commitment to delivering reliable cargo connectivity, facilitating smoother trade flows, and supporting economic growth across emerging markets.

The weekly freighter service is expected to benefit importers, exporters, and logistics operators looking for efficient air cargo solutions within the region and onward to global destinations.

Air Congo Unveils Kinshasa–Brussels Route

Air Congo, the Democratic Republic of the Congo's restructured national carrier, will begin five-weekly flights between Kinshasa and Brussels on 1 July 2026 – its first-ever route to Europe and a direct challenge to Brussels Airlines' 15 year dominance on the corridor.

The service will use Boeing 787-8 aircraft supplied by Ethiopian Airlines, which holds a 49% stake in Air Congo and manages its daily operations. The Congolese government owns the remaining 51%.

Flights are scheduled to mirror Brussels Airlines' timings: departing Kinshasa at 22:00 and arriving in Brussels at 07:00, with the return leg leaving at 10:00 and landing in Kinshasa shortly after 17:00.

The launch marks a historic return to European skies for a Congolese carrier. The original Air Congo (later Air Zaïre) operated long-haul flights, including Boeing 747s, until the mid 1990s.

The revived airline began domestic operations in December 2024 and has already captured 43% of the DRC's domestic market. Regional international services to Johannesburg, Entebbe, Douala, Cotonou and Dar es Salaam launched earlier in 2026.

Air Congo currently operates five aircraft: two ATR 72-600s (recently added for domestic feeder routes) and three Boeing 737-800s for regional flights. The Kinshasa–Brussels route will be its first intercontinental operation.

A significant hurdle remains: all DRC based carriers, including Air Congo, are banned from EU airspace due to concerns over the Congolese aviation authority's safety oversight.

However, Ethiopian Airlines' operational involvement – including maintenance and crew training – may help address European regulators' concerns before July.

If approved, the route will offer an alternative to Brussels Airlines' daily A330-300 service, which carried over 85,000 passengers on the route in 2025. For the DRC, the flight is a strategic move to restore national pride, attract diaspora investment and position Kinshasa as a Central African hub.

TAAG

To launch direct flights between Luanda and Guangzhou

TAAG Angola Airlines will launch direct flights between Luanda and Guangzhou on June 23, 2026, operating from the new António Agostinho Neto International Airport.

The route strengthens air links between Angola and China, Africa's largest trading partner.

The service will run once weekly with a flight time of about 13 hours, using a Boeing 787 Dreamliner configured with 367 seats (343 economy, 24 business).

Nonstop travel significantly reduces journey times compared to existing connecting itineraries.

This launch is part of TAAG's broader expansion, which includes recent services to Nairobi and Abidjan, as well as a fleet modernization plan aiming to grow from roughly 20 aircraft to 50, enabling the carrier to triple annual passenger traffic over the medium term.

Beyond commercial goals, TAAG plays a central role in the Angolan government's strategy to boost activity at the new airport, a major infrastructure project with capacity for 15 million passengers and 130,000 tons of cargo annually.

Authorities hope it will position Angola as a regional air transport hub.
In April, the Ministry of Finance issued treasury bonds worth 170 billion kwanzas (about $185.2 million) to recapitalize the state-supported airline.

Nairobi–Dubai Flights to Resume May 14 After Two-Month Suspension

Kenya's National Carrier Kenya Airways has officially announced the resumption of flights to and from Dubai, effective today 14th May 2026, ending a suspension that began in late February following the escalation of military hostilities between Israel and Iran.

Flights between Nairobi and Dubai were originally canceled in February 2026 after joint US-Israeli strikes on Iranian targets prompted retaliatory missile attacks by Iran on US assets in the Gulf region.

In response, the UAE and several neighboring countries partially or fully closed their airspace as a precautionary measure to protect civilian aviation.

The suspension, which initially forced the grounding of key scheduled services including KQ310, KQ311, KQ304, and KQ305, was later extended as security assessments continued.

Even limited repatriation flights were paused in early March over persistent safety concerns.

With regional tensions having sufficiently de-escalated, the airline will now operate daily frequencies between Nairobi and Dubai. Additional flights will be introduced progressively in line with demand and operational requirements.

Passengers are encouraged to check the airline's official website or mobile app for booking information and updated flight schedules.

AIRLINK
Freedom of the African Sky

Announces First Non-Stop Flights Between Cape Town and Zanzibar

Regional carrier Airlink has unveiled plans to launch the first-ever non-stop service between Cape Town, South Africa, and the tropical island of Zanzibar, Tanzania. The new route is scheduled to begin in October 2026.

The weekly flights will operate on Saturdays using the airline's brand new Embraer E195-E2 jets, with a flying time of just over six hours. Services are set to commence on 3 October 2026.

Zanzibar, part of the Zanzibar Archipelago in the Indian Ocean, has grown increasingly popular among travellers seeking pristine beaches and cultural heritage.

The new Cape Town route builds on Airlink's existing Johannesburg–Zanzibar services, which are scheduled to begin earlier that year on 3 June 2026.

The introduction of the Cape Town–Zanzibar link marks a significant expansion of intra-Africa connectivity, offering a seamless travel option for leisure and business passengers from Southern Africa's tourism hub to one of the continent's most sought-after island destinations.

Airlink has not yet announced fares for the new route, but bookings are expected to open several months prior to the launch date.

AVIADEV AFRICA

Gateway to **Opportunities**

10 – 12 June 2026 | Gaborone International Conference Centre (GICC) Botswana

AviaDev Africa is the premier platform dedicated to enhancing air connectivity across Sub-Saharan Africa through strategic dialogue and collaboration.

Bringing airlines, airports, tourism authorities, and service providers together to develop routes, plan fleets, and build partnerships through pre-arranged meetings, panel discussions and targeted networking.

WHY ATTEND?

AIRPORTS/ CAAS

Connect with multiple airlines to build new relationships, expand route capacity, and strengthen partnerships and explore future opportunities with fellow airports.

AIRLINES

Join high-level route development meetings with new and existing partners. Expand your network and gain insights through our conference programme.

SERVICE PROVIDERS

Connect directly with airlines, airports, and industry stakeholders to showcase your solutions, build partnerships, and grow your business. Upgrade to a sponsor to secure pre-scheduled meetings.

TOURISM AUTHORITIES

Partner with your airport to attract new air services and showcase your destination to boost visitor numbers.

Host Partner

BOTSWANA
Our pride, your destination
Botswana Air Access

#AviaDev | Registration Now Open | www.aviadev.com

AIR CARGO AND LOGISTICS:

Africa's Quiet Aviation Revolution

Gatwiri Edna

Cargo growth is outpacing passenger demand, reshaping trade corridors, and positioning air freight as a central pillar of Africa's economic transformation under the African Continental Free Trade Area.

While passenger aviation captures headlines, a quieter revolution is underway in Africa's air cargo sector. African airlines have led global air cargo growth for multiple consecutive months, posting a 7.0% year-on-year increase in March 2026 and 7.7% in April 2026—significantly outpacing the global average.

The Africa–Asia corridor alone surged by 61.9% in February 2026, marking its eighth consecutive month of growth.
This performance reflects structural demand drivers: humanitarian logistics, perishables, pharmaceuticals, e-commerce, and infrastructure-linked project cargo. Unlike global markets that cooled after the post-pandemic surge, Africa's air cargo market is being reshaped by trade integration under the AfCFTA and shifting geopolitical dynamics.

The Rise of Air Cargo Hubs

Ethiopian Airlines has cemented its position as Africa's cargo powerhouse. Its Addis Ababa hub features a cargo terminal with 1 million metric tons of annual capacity—the continent's largest. In March 2026, Ethiopian announced lease agreements for two Boeing 777-300ERSF converted freighters, offering 25% more capacity than smaller long-haul freighters, with deliveries scheduled for 2028.

Kenya Airways and Royal Air Maroc are adding cargo capacity, positioning Nairobi and Casablanca as alternative transit hubs. DHL Aviation reinforced its commitment by unveiling two fully branded Boeing 737-400 aircraft at Lagos's Murtala Muhammed International Airport, strengthening connections on critical Africa-Europe and Africa-Asia trade lanes.
Astral Aviation has adopted a flexible, multi-hub model serving both primary and secondary airports, strengthening connectivity within Africa rather than relying solely on traditional long-haul routes.

Aviation's Role in AfCFTA Supply Chains
The AfCFTA, the world's largest trading bloc, covers 1.4 billion people with a combined GDP exceeding USD 3.4trillion. The World Bank estimates the agreement could boost continental GDP by 450 billion by 2035.

Adefunke Adeyemi, Secretary-General of the African Civil Aviation Commission, articulated the critical linkage: "Trade agreements, no matter how visionary, cannot reach their full potential unless goods, people, investors and ideas can move freely. AfCFTA creates the market; SAATM connects the market."

Yet significant gaps remain. Stakeholders warn that weak and costly transport links threaten to derail AfCFTA gains, costing Africa billions annually in lost trade.

Nigeria's Aviation Minister Festus Keyamo stated: "No continent can truly integrate economically while remaining disconnected physically. In the 21st century, aviation is economic infrastructure."

AFCAC has called for cargo liberalization under SAATM, particularly fifth and seventh freedom rights for cargo—reforms proponents say could significantly boost the efficiency of emerging hubs.

Opportunities for Freight Airlines and Integrators

The February 2026 closure of the Strait of Hormuz created an unexpected opportunity for African carriers. Emirates SkyCargo, Qatar Airways Cargo, and Etihad—accounting for approximately 13% of global air cargo capacity—suspended or reduced operations.
Ethiopian Airlines saw a surge in bookings as shippers rerouted time-sensitive cargo through Addis Ababa.
DHL's investment reflects growing demand from e-commerce, perishables, energy, and life sciences & healthcare. Kenya and China signed a preferential trade agreement granting duty-free access to 98.2% of Kenyan products in the Chinese market, favouring high-value, time-sensitive goods such as cut flowers and avocados that rely on air freight.

Astral Aviation, founded with relief operations at its core, continues that legacy, conducting multiple relief flights into North and South Sudan, Somalia, and Yemen, reinforcing long-term connectivity and enabling movement of medicines and food.

The Path Forward

While infrastructure constraints remain, incremental improvements are visible: enhanced cold-chain handling, improved ramp operations, and digital customs at select airports are supporting time- and temperature-sensitive cargo.

Stakeholders urge governments to elevate air cargo to a national trade policy priority, recognizing it as strategic trade infrastructure critical to AfCFTA participation. Recommendations include institutionalizing a permanent Air Cargo Policy Framework, linking tariffs to service benchmarks, accelerating digitalization, and introducing AfCFTA-sensitive safeguards.

Africa's air cargo revolution is happening now. The continent's airlines have led global cargo growth for multiple consecutive months. The Africa–Asia corridor has expanded at unprecedented rates. Global integrators are investing in dedicated African capacity. And trade integration under AfCFTA is creating structural demand that will only intensify.

The 7th East African Community Aviation Symposium

Advancing Connectivity, Safety, and Sustainability

Vincent M. Mupenzi
v.mupenzi@theaviator.co.ug

Held from 14–15 May 2026 in Mombasa, Kenya, the 7th East African Community Aviation Symposium brought together regulators, airlines, and airports to chart a course toward "Connected, Sustainable and Safer Skies."

The 7th EAC Aviation Symposium, organized under the East African Community Civil Aviation Safety and Security Oversight Agency (CASSOA), convened at the PrideInn Paradise Beach Resort in Nyali, Mombasa, on 14–15 May 2026.

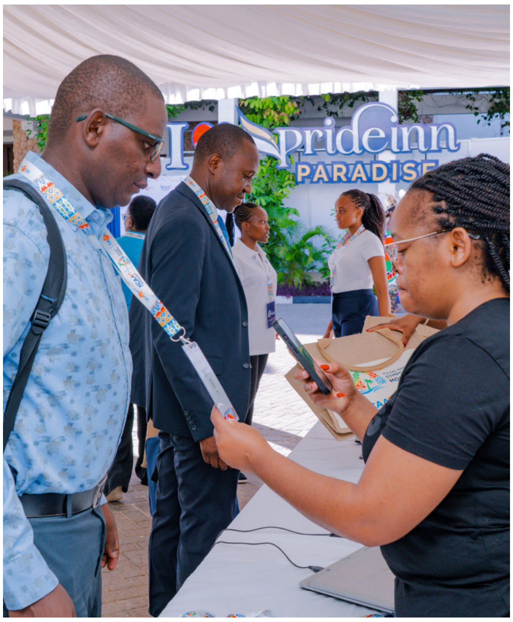
The gathering, themed "Advancing Aviation Excellence: Towards Connected, Sustainable and Safer Skies," served as a strategic platform for addressing key issues affecting aviation safety, security, and sustainability at both regional and global levels.

The Policy Backdrop

The symposium took place at a critical juncture. Just two months earlier, the Lomé Aviation Summit had established sweeping Open Skies reforms, launching the operational phase of the Single African Air Transport Market (SAATM).

Under SAATM, airlines gained greater freedom to set routes, schedules, and fares, with travel experts forecasting a 15-40% reduction in ticket prices on popular routes within 18 months.

The potential economic impact is substantial. Analysts estimate African carriers and the wider industry could gain an additional



$4-6 billion in revenue as demand grows. Ethiopian Airlines intends to launch 12+ new continental routes within six months, while RwandAir aims to double its African network by late 2026.

Yet only 38 African countries have joined SAATM to date, with several East African nations—including Uganda, Burundi, Somalia, South Sudan, and Tanzania—still not members.

Key Symposium Themes

The symposium addressed nine thematic pillars. On regional safety and security oversight, participants discussed strengthening institutional capacity in accident investigation and incident data analysis.

On seamless airspace integration, the agenda included harmonisation of air navigation services and improved CNS/ATM interoperability. Safety and security culture focused on promoting a "Just Culture" and data-driven decision-making.

Digital connectivity and cybersecurity addressed API/PNR passenger systems and digital identity management. Green aviation covered adoption of sustainable aviation fuels (SAF), fuel efficiency monitoring, and green airport technologies. Operational efficiency focused on Airport-Airline-ANSP coordination (A-CDM) and improved slot management.
Aviation as a catalyst for tourism and trade discussed route development and cargo corridor expansion. Funding and financing mechanisms addressed public-private partnerships and development of a regional aviation project pipeline. Finally, next generation of aviators focused on capacity building and training.

The Regional Context

Kenya has been among the most progressive East African nations, having introduced a visa-free entry regime for African travellers effective January 1, 2024. Yet progress across the region remains uneven. Uganda has delayed joining SAATM partly due to concerns about exposing its young national carrier to stiff competition from larger regional carriers.

Former Kenya Civil Aviation Authority Director General Captain Gilbert Kibe called for a reduction in aviation taxes, charges, and fees across the continent. "The fact is Africa is yet to accept opening the skies, yet there lies a huge potential," Kibe said.

Despite challenges, intra-African connectivity has increased to approximately 23%, compared to about 14.5% in 2018, with more than 113 new intra-African routes launched since 2022.

Outcomes and the Road Ahead

Key symposium directions include enhanced regulatory harmonisation across EAC Partner States, strengthened safety and security oversight, accelerated digital transformation, concrete steps toward green aviation including SAF adoption roadmaps, operational efficiency improvements through A-CDM, recognition of aviation as an economic catalyst integrated with tourism and trade strategies, commitment to financing mechanisms including PPP frameworks, and workforce development as a strategic priority.

The 7th EAC Aviation Symposium was not merely a talking shop. It was a strategic convening at a pivotal moment in African aviation history.

With SAATM's legal framework now established, the symposium's focus on safety, digital transformation, green aviation, and workforce development addressed the practical barriers to realising the open skies vision.

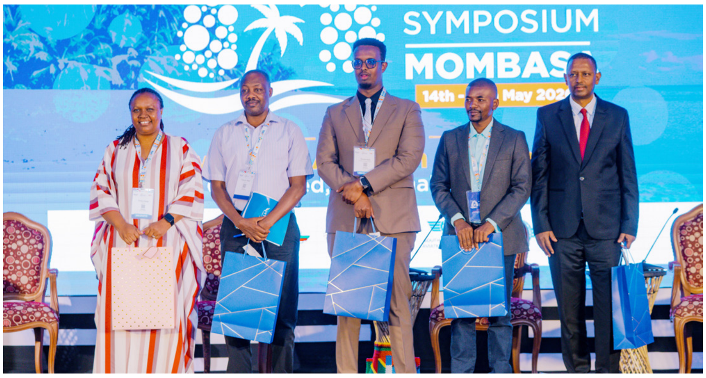
The theme—"Advancing Aviation Excellence: Towards Connected, Sustainable and Safer Skies"—captures the three pillars on which East Africa's aviation future depends. Connectivity drives economic integration. Sustainability ensures growth does not come at unacceptable environmental cost. And safety remains the non-negotiable foundation on which all else rests.

The 7th East African Community (EAC) Aviation Symposium drew to a close on 15 May 2026 marking the culmination of two days of high-level dialogue on the future of regional aviation.

The closing session was highlighted by the presentation and adoption of nine key resolutions, delivered by Winnie Ngamije the Deputy Director General of Rwanda Civil Aviation Authority, underscoring the collective commitment of Partner States to strengthen aviation safety culture, regulatory harmonization, and sustainable growth across the region.


7TH EAC AVIATION
SYMPOSIUM
MOMBASA
14th - 15th May 2026
THEME:
TCAA


KCAA
7TH EAC AVIATION
SYMPOSIUM


SYMPOSIUM


KCAA
WELCOME TO THE
7TH EAC AVIATION
SYMPOSIUM
MOMBASA

Africa
Destination
Celebrations
Conference &
Expo

#ADCCEUG2026
#DISCOVERAFRICA

AFRICA DESTINATION CELEBRATIONS CONFERENCE & EXPO (ADCCE)

EVENT PLANNERS CONFERENCE IN AFRICA

THEME

AFRICA UNVEILS EVENTS IN THE WILD

12TH - 13TH OCTOBER 2026

SPEKE RESORT
CONFERENCE CENTRE
MUNYONYO
UGANDA (EAST AFRICA)

Online:
inquire@adccexpo.com
adcce26@gmail.com

Head Office:
Naalya, Delight House,
Suite DH305, Kampala Uganda

Tel:
+25679-2210628
+25670-8665188

www.adccexpo.com

BOOK NOW

AVIATION TECHNOLOGY COMPANIES TO WATCH

From Africa's largest drone factory in Ghana to solar-powered airships and global eVTOL leaders, a new generation of companies is reshaping how the continent flies, surveys, and defends its skies.

A new generation of aviation technology companies is moving from pilots to scaled production. In Africa, homegrown innovators are building the continent's largest drone factory, commercializing autonomous airships, and developing local MRO capabilities. Globally, eVTOL leaders are entering final certification phases with commercial launches imminent.

Terra Industries: Africa's Largest Drone Factory

Terra Industries is building a 34,000-square-foot drone factory in Accra, Ghana, scheduled to open in June 2026. The facility targets annual output of 50,000 drones by 2028.
The Sahel region is experiencing a sharp escalation in drone warfare. Eleven African countries have now experienced drone attacks from non-state actors.

Terra produces three main systems: the Archer VTOL for long-range surveillance, the Iroko UAV for tactical missions, and Kama, a high-speed interceptor drone designed to counter enemy drones. Terra has raised 34millionin2026, making it the continent's most—funded defense—tech startup.

It already protects approximately 11 billion in assets across eight African countries. A February 2026 partnership with Nigeria's Defence Industries Corporation integrates Terra into the country's formal defense manufacturing structure.

Cloudline: Solar-Powered Autonomous Airships

Cloudline, a Cape Town startup, is building autonomous, solar-powered airships capable of flying over 400 kilometers with up to 12 hours of endurance. The airships use helium for lift, solar panels for propulsion, and carry multiple sensors for infrastructure inspection, goods deliveries, and environmental surveying. They can launch vertically from any open area without requiring a runway.

The company has expanded into marketing and advertising, selling advertising spots to brands like FNB and Suzuki. Cloudline has contracts in Kenya, Mozambique, and Namibia, though regulatory approval for flights is still pending. The company received funding from billionaire Eric Schmidt, former CEO of Google.

eVTOL Leaders: Joby and Archer

Joby Aviation recently started flight tests on its first FAA-conforming aircraft and has a multi-year exclusive agreement to launch air taxi services in Dubai in 2026. Archer Aviation became the first eVTOL manufacturer to receive 100% FAA acceptance of its "Means of Compliance" and was selected for an FAA integration pilot program, paving the way for early operations in Florida, New York, and Texas as late as 2026.

Eve Air Mobility, the Embraer-backed AAM developer, explicitly positions Africa as a use-case-driven market. However, Eve argues that deployment will hinge on early investment in MRO capability, workforce training, and regulatory alignment.

SITA: The Digital Backbone

SITA provides the invisible digital infrastructure that keeps air travel running. Selim Bouri, SITA's President for the Middle East and Africa, delivered a stark warning: while "literally 100% of the airlines" in Africa are increasing technology spending, only "40% of the airports" are planning to do so—below the rest of the world.

Without coordinated investment, minor disruptions spiral into system-wide failures. Bouri argues that technology offers immediate returns: data-driven systems can reduce fuel consumption by up to 10% on traditional routes. Crucially, up to 20% of fuel waste is tied to ground inefficiencies, not flying.

Bouri's prescription: "Technology has to go first. Putting technology first can be done within the year and bring immediate effect in terms of savings, integration and optimisation."

The MRO Imperative

At the April 2026 Ethiopian Aviation Forum, Nigeria's Aviation Minister Festus Keyamo called for urgent action to develop regional aircraft maintenance hubs. "The continent must become self-sustaining in aircraft maintenance to curb current capital flight," he said, noting billions lost annually to overseas maintenance.

Boeing forecasts that Africa will require $130 billion in aviation services over the next 20 years. The African MRO Conference in Addis Ababa (March 2026) brought together over 450 delegates, demonstrating that direct competitors can collaborate where shared interests align.

GREEN AVIATION INVESTMENTS

A New Era for African Airlines

Nyawade Wendy Cella

From Africa's first dedicated SAF refinery in Kenya to Egypt's $212million bio fuels plant and AfDB's $7 billion transformation programme, May 2026 marks a turning point for sustainable aviation finance on the continent

May 2026 will be remembered as the month African aviation finally moved from green ambition to concrete action. Within two weeks, three landmark developments reshaped the continent's sustainable aviation landscape:

Kenya's first dedicated SAF refinery, Egypt's project-financed biofuels plant, and the African Development Bank's $7 billion Integrated Aviation Transformation Programme.

New SAF Projects and Partnerships

On May 12, 2026, Kenya Airways and Rubis Energy Kenya signed a landmark agreement to develop Africa's first dedicated sustainable aviation fuel production facility. The €60–70 million plant near Jomo Kenyatta International Airport will produce 32,000 metric tonnes of SAF annually using used cooking oils, waste animal fats, and vegetable oils as feedstock. The facility is expected online within 24 months.

George Kamal, Acting Group CEO of Kenya Airways, framed the significance: "While we currently depend entirely on imports, this refinery allows us to produce a sustainable, local version of that fuel."

Parallel to Kenya's announcement, Egypt's Sokhna Special Economic Zone secured financing for a $212.4 million biofuels facility—the first project-financed SAF plant in the MENA region.

The facility will produce 200,000 tonnes annually of biofuels including SAF. Shell will purchase the facility's products on a take-or-pay basis, providing long-term revenue certainty.

Airline Commitments to Net-Zero Goals
Kenya Airways has positioned itself at the forefront of African airlines' decarbonisation efforts. Kamal noted: "The expansion of air transport is linked to a growing share of global greenhouse gas emissions. Switching to SAF is the most commercially viable, technologically mature, and lowest-risk solution to significantly decarbonise aviation."

The ICAO plan for SAF in Africa focuses on establishing robust regulatory frameworks, building production capacity, and fostering regional partnerships to achieve a 5 per cent emission reduction from cleaner energy by 2030, driven by the African Union's SAF/LCAF Continental Strategy and Action Plan (2025–2030).

Beyond East and North Africa, the African Development Bank signed a Letter of Intent with Air Côte d'Ivoire to explore sustainability initiatives, including assessing opportunities related to SAF—suggesting West Africa could be the next region for SAF development.

Financing Green Aviation in Emerging Markets

The most significant financing development is the AfDB's Integrated Aviation Transformation Programme (IATP), anchored by a $7 billion Aviation Financing and Connectivity Facility designed to mobilise private and institutional capital at scale. The IATP is structured around three pillars: policy and capacity building; infrastructure and connectivity; and airlines and fleet modernisation.

On May 28, 2026, the AfDB appointed Nigeria's Aviation Minister Festus Keyamo as the African Champion for the IATP, citing "Nigeria's leadership and vision in implementing reforms that have transformed the country's aviation sector."

The Egypt SAF plant's financing structure offers a replicable template: development finance anchor from EAAIF, Gulf commercial participation through Qatar National Bank, corporate offtake from Shell, and experienced equity sponsors.

Challenges and the Path Forward
SAF currently costs two to five times more than conventional jet fuel. For African carriers operating on razor-thin margins—forecast to earn just $1.30 per passenger in 2026—this premium is not absorbable without policy support. Options include blending mandates, tax incentives, and carbon pricing mechanisms.

Scaling SAF production across Africa requires addressing feedstock collection logistics, certification and regulatory frameworks, and upfront capital costs. The IATP's $7 billion facility is designed to address these challenges, but capital will need to be deployed strategically.

The year 2026 represents a genuine inflection point for green aviation in Africa. The Kenya-Rubis partnership, Egypt's project-financed SAF plant, and the AfDB's IATP framework collectively demonstrate that sustainable aviation finance is moving from aspiration to implementation.

These projects share common features: strategic public-private partnerships, integration with existing infrastructure, technology transfer and local skills development, and financing structures blending development, commercial, and institutional capital.

As George Kamal noted: "Sustainable, renewable biogenic fuel is the optimal route for airlines to reach the goal of net-zero carbon emissions by 2050." African airlines now have a pathway to get there. The task ahead is execution.

JOHANNESBURG 2026

Africa's Aviation Powerhouse Moment

South Africa is cementing its status as the continent's leading aviation hub—but hosting the 14th Aviation Stakeholders Convention came with both strategic advantage and unresolved political tension.

When over 500 delegates from nearly 50 countries gathered at the 14th Aviation Stakeholders Convention in Johannesburg from May 19–20, 2026, the location was not incidental.

Hosted jointly by AFRAA and South African Airways, the event placed South Africa at the center of continental aviation dialogue—reinforced by a landmark ICAO safety audit just weeks earlier.

Why South Africa Remains a Strategic Aviation Hub

Just weeks before the Convention, South Africa achieved a preliminary 95.12% score in ICAO's Coordinated Validation Mission—placing the country in the global top ten and number one on the continent.

Transport Minister Barbara Creecy welcomed the result: "It reflects the strength of the systems we have in place and the collective effort to ensure the safety of our skies."

At the core of South Africa's aviation strength is OR Tambo International Airport, handling approximately 18–21 million passengers annually. Its reach spans airlines from five continents, feeding domestic routes into long-haul connections.

The Johannesburg–Cape Town route remains one of Africa's busiest city pairs. A R5.7 billion midfield cargo terminal at OR Tambo is set to significantly increase air freight handling capacity, supporting government targets of 42 million passengers and 1.2 million tonnes of air freight.

Economic and Political Implications of Hosting Major Events

The Convention gave South Africa a platform to shape continental aviation policy. Creecy renewed calls for SAATM implementation, outlining government's ambition to enable 42 million passengers through its airports by 2029. Her message was unambiguous: "No African airline can succeed in isolation. South Africa stands ready to play our part."

However, hosting ASC 2026 coincided with growing concern over the Department of Transport's Draft Comprehensive Civil Aviation Policy, which proposes restricting stopover rights for foreign carriers and prioritising South African-registered airlines.

Aviation economist Joachim Vermooten described the proposals as "protectionist," warning they could isolate South Africa from global aviation partners and even lead to "expulsion from the ICAO system." BARSA CEO George Mothema cautioned that such policies "could create uncertainty and weaken the competitive balance in South African airspace."

The Convention was hosted by South African Airways, a carrier whose very existence remains politically contested. Just weeks before, taxpayers pushed back against more funding for SAA, with critics arguing that "billions have been spent with little to show."

Regional Leadership Dynamics

South Africa's claim to aviation leadership is contested. North Africa's hubs handle larger volumes. East Africa's hubs are expanding fastest, with Ethiopia constructing a $7 billion airport designed for 110 million passengers annually.

Creecy acknowledged these pressures: South Africa sits "at the end of major global air corridors," resulting in longer flight distances, higher fuel consumption, and greater currency exposure. Yet she highlighted national strengths: well-established infrastructure, regulatory alignment with global standards, and strong cargo potential.

South Africa has positioned itself as a leading advocate for SAATM, now designated the African Union theme for 2027. Creecy emphasised a balanced approach: "Opening markets without sufficient capacity could expose airlines to vulnerability, while protectionism without reform risks entrenching inefficiency. Africa must pursue a balanced approach."

The 14th Aviation Stakeholders Convention demonstrated that South Africa remains an indispensable node in African aviation. Its ICAO safety rating provides regulatory credibility. OR Tambo's infrastructure provides physical capacity. Its geographic position provides strategic necessity.

Yet hosting the Convention also exposed South Africa's vulnerabilities: protectionist policy tensions, public fatigue with state carrier bailouts, and the structural reality that African airlines collectively earn just $1.30 per passenger.

Johannesburg's moment as Africa's aviation powerhouse is real. Whether it endures depends on whether South Africa can resolve its internal policy contradictions—embracing the open-skies liberalisation it preaches while managing political pressures that pull toward protectionism. The Convention put South Africa in the spotlight. The continent is watching to see what it does next.

MEDICAL AVIATION IN AFRICA

Saving Lives from the Sky

Waithaka Eddah

Medical aviation is emerging as a critical pillar of Africa's healthcare infrastructure. From AMREF Flying Doctors' neonatal evacuations across East Africa to Zimbabwe's government-sponsored air ambulance service surpassing 1,170 emergency responses, the continent is witnessing a quiet revolution in aeromedical services.

Yet significant gaps persist. Zimbabwe's fleet of 12 helicopters operates only three aircraft due to a severe shortage of local pilots. Nigeria is in advanced negotiations with Airbus to establish a National Medical Emergency Management System, while Botswana has forged public-private partnerships to fly specialists to remote communities.

Air Ambulance Services and Challenges

Zimbabwe's HeliDrive service, a government-sponsored partnership with Russian operators, has completed over 1,170 civil emergency responses since August 2024. The service has achieved remarkable feats, including a mid-air delivery of a healthy baby and the evacuation of an eight-year-old with burns covering 80 percent of her body.

Despite these successes, challenges are severe. Zimbabwe acquired 12 helicopters at US10million each, but only three are operational due to a lack of qualified pilots and technicians. Running costs are estimated at US36,000 per month per helicopter.
Stephen Gitau, CEO of AMREF Flying Doctors, highlights broader challenges: Africa encompasses 54 countries with different regulatory frameworks and languages. A recent mission to evacuate a premature infant from Somaliland to Nairobi required 11 days of planning due to documentation and clearance issues.

Partnerships with Governments and NGOs
In April 2026, Nigeria commenced negotiations with Airbus to procure emergency care helicopters under a proposed National Medical Emergency Management System. The initiative aims to coordinate ground ambulances, emergency communications, and aeromedical evacuation into a unified national structure.

The Zambia Flying Doctor Service has partnered with Children International Zambia to extend critical health services to remote communities. Air Botswana has partnered with the Airborne Lifeline Foundation, sponsoring six flight tickets monthly for medical teams traveling between Gaborone, Maun, and Kasane. Since its inception, Airborne Lifeline has facilitated over 1,400 doctors reaching more than 22,000 patients.

AMREF Flying Doctors, based in Kenya, remains the continent's most established aeromedical provider, executing evacuations across more than 30 countries.
Case Studies from Remote Regions

A 12-day-old premature infant born at 29 weeks in Hargeisa, Somaliland, required advanced neonatal intensive care unavailable locally. The mission required 11 days of planning, coordination with immigration authorities and diplomatic channels, and mobilization of neonatal-specialized medical teams.

The infant was transferred directly to a specialized neonatal unit in Nairobi upon arrival.
Flying Doctors Nigeria executed its first successful patient repatriation to Myanmar, involving stabilization and transfer of a patient from Central Africa. The aircraft was configured as a flying Intensive Care Unit with advanced life support integration.

In Zimbabwe's Matabeleland South province, the air ambulance service has transformed healthcare for over 30,000 people. Rural communities report travel time to emergency care reduced from five hours to just 45 minutes.

Challenges and the Path Forward

The high cost of air ambulance operations remains a significant constraint. Zimbabwe's per-helicopter operating cost of US$36,000 monthly is beyond many government health budgets. The pilot shortage reflects a continent-wide challenge requiring long-term investment in training.

Cross-border medical evacuations require harmonized regulatory frameworks. The 11-day delay in the Somaliland–Kenya evacuation was driven by documentation issues, not clinical challenges.

Medical aviation in Africa has moved from niche service to critical healthcare component. Zimbabwe's air ambulance service has saved lives that would otherwise have been lost to distance. Nigeria is investing in a national aeromedical system. Botswana has revived its flying doctor partnerships.

Yet significant challenges remain: pilot shortages, high operating costs, bureaucratic delays, and fragmented regulatory frameworks. For patients airlifted from rural clinics—the premature infant, the burn victim, the mother in obstructed labor—medical aviation is not abstract policy. It is the difference between life and death.

MIDDLE EAST AIRLINES

Dominating Long-Haul Travel

When an African boards an intercontinental flight in 2026, the aircraft is increasingly likely to carry the colours of Turkish Airlines, Emirates, Qatar Airways or Etihad. These Middle Eastern carriers have transformed Africa from a peripheral market into a strategic battleground, outpacing most African carriers in both route depth and capital deployment.

Turkish Airlines: The Network Leader

Turkish Airlines operates the largest African network of any airline, serving 50 gateways across North, West, East and Southern Africa. This gives Istanbul a powerful role in Africa aviation competition, especially as European carriers have reduced many secondary African connections.

The airline's strategy is clear: ubiquity before depth. By serving secondary cities that larger competitors ignore, Turkish builds brand recognition that becomes difficult to displace. A recent codeshare agreement with South African Airways further strengthens its presence.

Emirates: The Profitability Champion

Emirates reported record-breaking financial performance for 2025/26: profit before tax of AED 24.4 billion (US6.6billion). The airline serves key African markets at high frequency, including Cairo, Johannesburg, Cape Town and Nairobi.

Emirates' strategy combines frequency, product quality and Dubai's hub efficiency. The airline also upgraded cabin interiors through its US$5 billion retrofit programme and partnered with Starlink for high-speed onboard connectivity.

Qatar Airways: The Alliance Builder

Instead of maximum destinations, Qatar Airways pursues alliance depth, codeshares and selective equity positioning, operating 29 African gateways. In October 2025, Qatar Airways and Kenya Airways announced a codeshare covering 19 destinations across three continents, with a third daily Doha-Nairobi flight added.

The airline holds a 25% stake in South African regional carrier Airlink (August 2024) and has engaged in discussions with RwandAir for a potential 49% stake. In May 2026, Qatar Airways announced further expansion to Port Sudan and increased frequencies across the continent.

Etihad: The Renewed Challenger

On April 17, 2026, Etihad announced six new African destinations: Accra, Asmara, Lagos, Kinshasa, Lubumbashi and Harare. This expansion moves Etihad from 5 to 11 African gateways, positioning Abu Dhabi as a fourth Gulf hub competing for African traffic.

The Competitive Divide

The divergence in market share is stark. On intercontinental routes, non-African carriers dominate with 67.1% share versus just 32.9% for African carriers.

Gulf carriers win through geographic position at the crossroads of Europe, Asia and Africa; fleet scale (Emirates operates 277 aircraft versus Ethiopian's 140); state-backed capital access; product consistency in premium cabins and lounges; and cargo integration that creates revenue diversification.

Ethiopian Airlines remains the major African exception. Its Bishoftu airport project—a $12.5 billion facility designed to handle 110 million passengers annually—may become the continent's most important infrastructure bet.

Implications

For African carriers, Gulf dominance represents both threat and opportunity. Foreign carriers capture traffic that could support African hubs, but partnerships offer a path forward. Qatar Airways' Kenya Airways codeshare and its Airlink equity stake demonstrate that collaboration can be more effective than competition on thin routes.

For African passengers, Gulf carrier presence means more options, competitive pricing and one-stop connectivity to global destinations. However, significant value generated by African-origin traffic accrues to foreign carriers and their hub economies.

The Africa hub competition is being decided now. Turkish Airlines, Emirates, Qatar Airways and Etihad have the capacity, capital and transfer infrastructure to shape Africa's international access for the next decade. Whether African carriers can build sufficient scale to capture a larger share of this traffic remains the defining question for the continent's aviation future.

NORTH AMERICA vs. AFRICA

A Tale of Two Aviation Markets

North America and Africa represent opposite ends of the aviation spectrum—one mature, stable, and profitable; the other fragmented, high-cost, but growing faster than any other region.

The North American and African aviation markets could hardly be more different. North America is the world's largest and most mature aviation market, characterized by stable demand, strong profitability, and advanced technology. Africa is the world's fastest-growing aviation market, characterized by fragmentation, thin margins, and immense untapped potential.

Yet both regions face shared challenges: decarbonization, workforce shortages, and infrastructure strain.

Market Structure and Demand

North America accounts for approximately 35% of

global passenger traffic. Four carriers—Delta, American, United, and Southwest—control 75% of the US domestic market. Over 80% of US adults have flown commercially.

Africa accounts for less than 3% of global passenger traffic despite representing nearly 18% of the world's population. Over 40 national carriers operate across 54 countries, with none achieving continental scale except Ethiopian Airlines. Fewer than 5% of Africans have ever flown.
Africa's passenger growth averages 6% annually—double the global average—driven by demographics, urbanization, and rising incomes.

Profitability and Cost Environment

North American airlines are the most profitable globally, forecast to generate $13.1 billion in net profits in 2026. Net margins average 5.1%.
African airlines are the least profitable, forecast to generate just $200 million in net profits—barely 1.5% of North America's total. Net margins of 1.3% leave little room for investment.

The cost gap is stark. African carriers face fuel prices 17% above global averages, airport charges 12–15% higher, and navigation fees 10% higher. Unit costs can be 30–40% higher in Africa than in North America.

Technology and Innovation

North America leads in aviation technology adoption, pioneering mobile boarding passes, biometric screening, and predictive maintenance. Boeing, Honeywell, and Collins Aerospace are headquartered there.

Africa lags but has leapfrog potential. West and Central Africa implemented Free Route Airspace in October 2025, saving $15 million annually. Terra Industries is building Africa's largest drone factory in Ghana. SITA warns that only 40% of African airports are increasing technology spending—a critical gap.

The Sustainability Transition

North America's aviation emissions are the highest globally, but the region has resources to invest in decarbonization. Carriers operate some of the world's newest fleets.

Africa's emissions are negligible—approximately 2% of the total—but the continent faces pressure to decarbonize without resources to invest. Kenya announced Africa's first dedicated SAF refinery in May 2026, but no commercial production exists. Most carriers operate aging fleets but lack financing for renewal.
Workforce and Training

North America faces a pilot shortage projected through 2030, needing 123,000 new pilots over 20 years. Airlines are funding cadet programs and expanding flight schools.

Africa's challenge is more severe. The continent has fewer than 15,000 pilots for 1.4 billion people. Africa needs 74,000 new aviation professionals over 20 years but lacks training institutions, financing mechanisms, and career pathways.
What Africa Can Learn from North America

Consolidation works. North America's consolidated market enables efficiency and profitability. Regional consolidation in Africa could unlock similar benefits.
Infrastructure investment pays. North America's airports are economic engines; Africa's operate at less than 50% capacity, not from lack of demand but from inadequate quality and connectivity.

Partnerships over protectionism. North America's open market enables network extension; Africa's protectionist instincts limit efficient market development.
What North America Can Learn from Africa.

Growth is not guaranteed. Africa's 6% annual growth represents aviation's future. North American carriers cannot afford to ignore African markets.
Leapfrog is possible. Africa's lack of legacy infrastructure may enable faster adoption of next-generation technologies.
Low-cost models work. Africa's LCCs—FlySafair, Jambojet, Air Peace—demonstrate that affordable travel stimulates demand.

North America and Africa are at opposite ends of the aviation spectrum. One is mature and profitable. The other is growing and fragmented. Yet both face existential challenges that cannot be solved in isolation.

The two regions are not competitors. They are co-dependent nodes in a global network. The airlines, manufacturers, and investors that recognize this interdependence will thrive. Those that treat the other region as peripheral will miss the most important aviation story of the next decade.


58th AFRAA
ANNUAL GENERAL ASSEMBLY
15 - 17 NOVEMBER 2026
AFRAA
FLYGABON


3RD AFRICA LAND FORCES FORUM
4th-6th July 2026
EUI Centre, Port Harcourt, Nigeria
COMMEMORATING
163rd
NIGERIAN ARMY DAY CELEBRATIONS
Hosted by:
NIGERIAN ARMY
The Strategic Defence Forum of NADCEL 2026
AFRICALANDFORCES.COM
#ALF #ALF2026

PASSENGER EXPERIENCE REVOLUTION:

Airlines Competing Beyond Price

Waithaka Eddah

As passenger numbers surge across Africa, airlines are shifting their focus from rock-bottom fares to seamless digital journeys, onboard comfort, and personalized service. The winners will be those who master the art of the premium experience.

The African aviation landscape is undergoing a fundamental shift. With passenger numbers projected to reach 150 million in 2026—a 6% increase over the previous year—the continent's airlines face a critical choice: compete on price or compete on experience. The evidence increasingly favors the latter.
Premium Economy Growth: The Comfort Differentiator

Despite robust traffic growth, African airlines are projected to generate a collective net profit of just $200million in 2026—a margin of $1.3 per passenger, compared to a global average of $7.90. Airlines are responding by differentiating precisely where margins allow: premium ticket classes.

Ethiopian Airlines' recognition as the Best Airline in Africa at the 2026 APEX Passenger Choice Awards—based entirely on verified traveler feedback—signals that passenger experience is becoming a strategic priority. The award highlights onboard comfort, consistent service quality, and operational reliability across both regional and long-haul routes.

The March 2026 Lomé aviation summit established sweeping Open Skies reforms under SAATM, expected to accelerate premium service offerings. Travel experts forecast a 15-40% reduction in ticket prices on popular routes, but crucially, this does not mean a race to the bottom. Carriers like Ethiopian, RwandAir, and Air Senegal are positioning to compete on service quality and loyalty programs—not just fares.

In-Flight Connectivity: The Bandwidth Revolution

Perhaps the most significant development is Delta Air Lines' partnership with Amazon Leo, announced in April 2026, bringing high-speed, low-latency internet from Amazon's low Earth orbit satellite network to Delta aircraft.

Passengers will stream movies, stay connected to colleagues, and upload photos in real-time. For travelers using Delta's routes through Kotoka International Airport in Accra, this means more reliable Wi-Fi on long-haul journeys.

African carriers are not standing still. The proliferation of LEO satellite constellations is rapidly reducing connectivity costs. There is "significant investment now into mobile app technology to expand capability and integration across airlines, airports, borders, hotels, and restaurants."

Personalized Travel Experiences: AI as the New Frontier

In January 2026, Nigerian carrier ValueJet launched VIKI, an AI-powered digital concierge—the first airline in Africa to deploy such technology at scale. VIKI is a multilingual, text- and voice-enabled assistant available via WhatsApp and Telegram, enabling passengers to book flights, check in online, access real-time updates, and adjust reservations through conversational interaction.

Managing Director Omololu Majekodunmi framed the innovation as addressing persistent challenges: "VIKI is more than a digital tool; she represents our ambition to build smarter, safer, and more seamless travel experiences across Africa."

Beyond passenger-facing AI, airlines are transforming how they sell products. Modern retailing—shifting from legacy systems to direct, personalized selling—treats airline seats as sophisticated consumer products, enabling bundled offerings and tailored options. T

WTM Africa's 2026 State of the Industry Report highlights a critical demographic shift: 72% of Gen Z travellers now use AI to plan travel, creating pressure on operators to ensure their inventory is visible in digital planning environments.

Resilient African Aviation

FROM SURVIVAL TO STRATEGIC GROWTH

Gatwiri Edna

The 14th Aviation Stakeholders Convention, held in Johannesburg from May 19–20, 2026, convened over 500 delegates from nearly 50 countries under the theme "Resilient African Aviation: Partnerships – Empowerment – Profitability."

AFRAA Secretary General Abdérahmane Berthé set the tone: "The question is no longer whether Africa will grow, but whether African aviation will be sufficiently prepared and positioned to capture that growth sustainably and remain competitive. Survival is not the ambition."

Redefining Resilience Post-2025
Berthé warned that fragmentation across 54 states and restrictive bilateral agreements makes collaboration existential rather than optional. Resilience means building systems that function despite fragmentation.

The most concrete achievement has been Free Route Airspace (FRA) implementation across West and Central Africa. Results from six participating carriers—Ethiopian Airlines, Kenya Airways, EGYPTAIR, Royal Air Maroc, RwandAir, and ASKY—are measurable: 1,393 flight hours saved annually, 5,000 metric tonnes of fuel reduction, and $15 million in estimated annual fuel cost savings. The focus for 2026 is extending FRA to Eastern and Southern Africa.

Fuel remains the single largest cost, accounting for 30–40% of operating costs. Through the AFRAA Fuel Project, 14 airlines are jointly procuring approximately 2.1 billion litres of fuel across 190 locations, improving transparency and reducing costs.

The Shift from Recovery to Profitability
Africa accounts for nearly three-quarters

of the global total of blocked airline revenues. While progress has been made—particularly in Nigeria—further efforts are required.

AFRAA's 2026–2030 strategic framework is structured around five pillars: safety, security and operational excellence; economic sustainability and airline competitiveness; innovation, digital transformation and human capital; environmental sustainability; and the journey toward net zero carbon emissions. The emphasis on economic sustainability as a distinct pillar reflects a strategic shift—profitability has been elevated to a strategic priority.

Boeing forecasts fleet growth of 135% in Africa between 2024 and 2044. Achieving this expansion requires innovative financing mechanisms and African-based leasing platforms.

Partnerships as Survival Tools

SAA Acting CEO Matshela Seshibe stated: "Collaboration is no longer optional for African aviation—it is essential for survival, sustainability and long-term competitiveness."

In August 2024, Qatar Airways acquired a 25% minority stake in South African carrier Airlink. In October 2025, Qatar Airways and Kenya Airways announced a codeshare agreement covering 19 destinations across Africa, the Middle East, and Asia.

Turkish Airlines, which serves 65 destinations across 41 African countries, signed a codeshare agreement with South African Airways effective March 1, 2026.

The inaugural African MRO Conference (March 29–31, 2026) brought together over 450 delegates from more than 50 countries, driven jointly by the MRO units of Ethiopian Airlines, Kenya Airways, EgyptAir, and South African Airways—demonstrating that direct competitors can collaborate where shared interests align.

The objective is to reduce reliance on overseas maintenance providers.
The Single African Air Transport Market (SAATM), now with 38 signatories, represents the ultimate partnership framework.

The African Union has designated SAATM as the theme for 2027, signalling renewed political commitment.
The evidence from AFRAA's 2026 gatherings is clear: African aviation has moved beyond crisis management into strategic transformation.

Resilience is being redefined not as the ability to survive shocks, but as the capacity to grow despite them. Profitability has been elevated to a strategic pillar. And partnerships are moving from tactical codeshares to equity stakes, joint ventures, and shared infrastructure.

The $200 million net profit forecast for 2026 is modest, but it represents a foundation. The infrastructure being built—FRA, regional MRO capacity, joint fuel procurement, strategic partnerships—is designed for scale. As Berthé concluded: "The ambition is to build an African aviation industry that connects this continent affordably and safely. Survival is no longer the metric. Strategic growth is.

THE NEW AIRLINE ALLIANCES

Competition or Collaboration?

The landscape of airline cooperation has shifted dramatically. Where once the global industry was defined by three mega-alliances—Star Alliance, SkyTeam, and Oneworld—the post-2015 era has seen a strategic pivot toward deeper, more flexible arrangements: joint ventures, equity partnerships, and bilateral codeshares. In Africa's fragmented aviation market, collaboration is no longer optional—it is existential.

Joint Ventures vs. Traditional Alliances

Traditional alliances operate on a loose cooperative framework: shared lounges, coordinated schedules, reciprocal frequent flyer benefits, and codesharing. However, they stop short of joint pricing, revenue sharing, or capacity coordination due to antitrust restrictions.

Joint ventures represent a significant step beyond. Partners receive antitrust immunity to coordinate schedules, pricing, and capacity as if they were a

single carrier. Key characteristics include revenue sharing, cost sharing on supplies like fuel and ground handling, and in the deepest cases, "metal neutrality" where partners share both revenues and costs proportionally.

Research indicates deeper cooperation consistently drives traffic growth without anticompetitive effects.
Equity partnerships—where one airline acquires a minority stake in another—represent the most permanent form of cooperation, aligning financial interests for long-term collaboration.

Strategic Partnerships Between Global and African Carriers

Qatar Airways has made Africa a strategic priority. In October 2025, it announced a codeshare with Kenya Airways covering 19 destinations across Africa, the Middle East, and Asia. Qatar Airways launched a third daily Doha–Nairobi flight to support the partnership.

In August 2024, Qatar Airways acquired a 25% stake in South African regional carrier Airlink. The airline has also been engaged in talks with RwandAir over a potential 49% stake. African aviation expert Sean Mendis notes that Africa is "one of the few markets where Qatar Airways sees a real advantage over Emirates."

Turkish Airlines, serving 65 destinations across 41 African countries, signed a codeshare with South African Airways effective March 1, 2026, covering major Southern African destinations.

Perhaps most ambitiously, at the May 2026 AFRAA Convention, Kenya Airways Group CEO George Kamal called for a "pan-African alliance" to connect African airlines into one integrated market—supporting coordinated schedules, codeshares, cargo integration, and maintenance cooperation.

Impact on Routes and Pricing

The most immediate impact of partnerships is route network expansion. The Qatar Airways-Kenya Airways codeshare opened 19 new destination combinations across three continents.

The Air Peace-Travelport distribution agreement gives travel agents real-time access to Air Peace's inventory across 180 countries, enabling smoother itineraries between Nairobi and Lagos with onward connections.

East Africa's growing "co-opetition" between Kenya Airways and Air Tanzania focuses on shared engineering, maintenance, and cargo logistics, reducing operational costs that have kept African airfares among the world's highest.

The most dramatic pricing impact comes from cargo collaboration. The Nigeria–East and Southern Africa Air Cargo Corridor, expanded through a partnership with RwandAir, has cut shipping costs by up to 75 percent. Freight forwarders report a 40 percent increase in export volumes since the corridor's launch.

Challenges and Constraints

The stalled Kenya Airways-South African Airways partnership illustrates the challenges. The initiative stalled as both airlines required recapitalisation, and SAA formally withdrew after its semi-privatisation deal collapsed.

Kenya Airways' financial fragility complicates partnership discussions. After taking an $841.6 million loan in 2017, the airline fell into insolvency. While it reported a profit in 2024, its latest results show a net loss of 12.15 billion shillings for the first half of 2025.

Regulatory fragmentation across 54 regimes remains a significant barrier. For a pan-African alliance to function effectively, significant regulatory harmonisation would be required.

The evolution of airline alliances in Africa reveals a paradoxical truth: in a fragmented market, collaboration is the most effective form of competition. African carriers cannot match the scale of Gulf or European competitors individually. But through partnerships—codeshares, joint ventures, or equity stakes—they can build networks that rival global carriers.

As Kamal asked at the AFRAA Convention: "Why do African airlines compete aggressively against each other on thin routes, while foreign carriers consolidate traffic flows across our continent with stronger partnerships?" The old model of competition is obsolete. The new model is collaboration—not as an alternative to competition, but as its most effective enabler.

THE RISE OF AVIATION CONFERENCES IN AFRICA

More Talk or Real Impact?

The past year has seen a proliferation of high-level aviation gatherings across the continent: the AFRAA Annual General Assembly, the Aviation Stakeholders Convention in Johannesburg, the CANSO Africa Conference, and numerous capacity-building workshops on SAATM implementation.

Collectively, these events have convened thousands of delegates, generated hundreds of resolutions, and produced measurable outcomes in specific areas—notably Free Route Airspace implementation and joint fuel procurement.

Yet the gap between conference rhetoric and on-the-ground reality remains wide. African airlines are still forecast to earn just $1.30 per passenger in 2026, compared to a global average of $7.90. Only 22% of intra-African capacity uses fifth-freedom rights. And implementation of SAATM—the flagship policy promoted at virtually every summit—remains "slow, uneven and incomplete."

Where Dialogue Delivered

Free Route Airspace (FRA) stands as the clearest example of conference dialogue translating into measurable action. Following extensive collaboration between airlines and air navigation service providers, West and Central Africa achieved FRA status on October 30, 2025.

The results are quantifiable: participating airlines have saved 1,393 flight hours annually, 5,000 metric tonnes of fuel, 16,000 tonnes of CO′ emissions, and an estimated $15 million in fuel costs. Joint fuel procurement is another tangible outcome. Fourteen airlines are now jointly procuring approximately 2.1 billion litres of fuel across 190 locations through the AFRAA Fuel Project.

The African MRO Conference, held in Addis Ababa in March 2026, was driven jointly by the MRO units of Ethiopian Airlines, Kenya Airways, EgyptAir, and South African Airways—competitors who found common ground through industry dialogue.

Where Talk Outruns Action

Despite these successes, the gap between conference rhetoric and implementation remains wide. SAATM has been the subject of countless conference panels, yet third and fourth freedoms account for 78% of connectivity capacity while fifth freedom accounts for only 22%.

A February 2026 workshop on SAATM Corrective Action Plans was itself an acknowledgment that previous commitments had not been fulfilled.

Blocked funds represent another policy area where conference resolutions have consistently called for action, yet the problem persists. Africa accounts for nearly three-quarters of the global total of blocked airline revenues, with an estimated $774 million trapped across the continent as of March 2026.

The Networking vs. Implementation Tension

Proponents argue that the primary value of conferences is network building—the informal connections that enable collaboration outside formal structures. The B2B Marketplace at the African MRO Conference, which enabled airlines to negotiate maintenance contracts, exemplifies this value.

However, the tension arises when networking becomes a substitute for implementation. At the 2024 Aviation Africa Summit, Captain Gilbert Kibe noted: "I have discovered that member states are not interested in finding out what the features and benefits of SAATM are.

They don't even give us an audience." The fundamental problem is that AFCAC lacks enforcement authority. Without enforcement mechanisms, conference resolutions remain advisory. States can commit to liberalisation in a summit hall and maintain protectionist policies upon return.

What Would Make Conferences More Effective?

First, conferences should produce not just resolutions but accountable working groups with timelines, milestones, and reporting requirements. The CANSO conference's commitment to a technical task force with a defined work programme provides a model.

Second, the most successful outcomes—FRA implementation and joint fuel procurement—have been driven by coalitions of airlines working together, not by government mandates. Conferences should prioritise enabling private sector-led collaboration.

Third, conferences that treat aviation in isolation from broader economic integration will have limited impact. SAATM must go hand in hand with regional integration and the African Continental Free Trade Area.

African aviation conferences are not merely talking shops. FRA implementation, joint fuel procurement, and the African MRO Conference represent tangible outcomes from industry dialogue. Yet the gap between rhetoric and implementation remains significant.

As AFRAA's Secretary General concluded at a SAATM workshop: "Signing the solemn commitment is progress, but implementation delivers: connectivity, lower fares, trade and tourism growth, jobs and skills, stronger African airlines."

The conferences are producing the commitments. The challenge remains translating them into implementation. The question for 2026 is whether the industry's growing convening power will be matched by an equal commitment to follow-through.

BEYOND THE FLAG CARRIER

Why Uganda's New Term Must Rescue Its Local Airlines

Henry Kabuye
A Senior Aviation Professional

On a clear morning in Kidepo, a nine-seat caravan lifts off a dirt strip with four tourists, a UWA ranger, and camera gear. That aircraft — operated by a small Ugandan AOC holder — is, for those visitors, the entire face of Uganda's tourism economy. There is no flag carrier in this picture. There is unlikely ever to be one.

Yet Uganda's aviation conversation behaves as if that aircraft does not exist. Policy attention continues to orbit the national carrier as if the two terms were synonymous. As the country prepares for a new presidential term, the cost of this confusion is becoming impossible to ignore.

The Invisible Backbone

Uganda's civil aviation landscape tells a consistent story. Border-point connectivity to Arua, Kasese, Pakuba, Kidepo, Moroto, and Soroti is overwhelmingly serviced by local operators. The tourism circuit depends on light fixed-wing operators serving bush strips the national carrier will never operate. NGO contracts, UN agency lift, diplomatic missions, and executive charter are sustained almost entirely by Ugandan AOC holders. Medical evacuations into South Sudan, eastern DRC, and Karamoja are flown predominantly by these same operators.

None of that traffic is the flag carrier's market. Yet the flag carrier's hub story only works because this feeder ecosystem exists. Frequencies and network density at Entebbe are justified, in part, by the traffic that local operators move daily. Strip them out and the case for Entebbe as a regional hub becomes structurally weaker.

The Squeeze, in Plain Terms

Local operators are not asking for charity. They are asking the State to stop pricing them out of their own market.
Jet A-1 prices are exposed to every global shock with no domestic buffer. When crude moves, fuel marketers in Kampala move within hours. Operators absorb the difference

because passengers do not accept fuel surcharges on a 45-minute domestic sector.
UCAA aerodrome, navigation and passenger service charges, layered with handling fees, frequently exceed the entire sector revenue of a light aircraft serving an upcountry strip.

A Cessna 208 carrying eight passengers cannot absorb the same per-movement charges as a narrow-body jet. The fee structure does not distinguish.
Post-COVID arrears with UCAA, URA, and ground handlers remain unresolved for several operators. Import duties and VAT on aircraft spares turn a single Aircraft-on-Ground event into a quarterly revenue hit.

And Government, ministries, and donor-funded travel routinely bypass Ugandan operators in favour of foreign carriers, exporting foreign exchange on tickets that should have stayed in the local economy. There is no statutory Local Operator Preference. No standing consultative forum. No working-capital buffer. No policy infrastructure of the kind expected around any sector the State considers strategic.

A Useful Comparison

This month, Nigeria offered a textbook demonstration of industry-level intervention. Faced with jet fuel prices that had risen by more than 270%, and a threat by Nigerian airlines to suspend nationwide operations, Abuja moved within days.

The Federal Government set a regulated Jet A-1 price band, approved 30% relief on airlines' outstanding debts, opened a 30-day credit window for fuel payments, and tasked the aviation ministry with mediating debt disputes.

Uganda has so far refused to adopt this posture. The country does not need to wait for a shutdown threat to act. The new term is the moment to act in advance of one.
What the New Term Should Actually Do
None of these measures requires primary legislation. The constraint is political will.

On fuel cost relief: A capped, transparent Jet A-1 price formula indexed to international benchmarks. Removal or sharp reduction of VAT and excise on Jet A-1 for domestic and regional sectors.

And a Government-guaranteed 30–60 day fuel credit facility.

On regulatory and balance-sheet relief: Tiered reduction in UCAA charges for Ugandan AOC holders, with deepest reductions for upcountry aerodromes. A standardised, published handling tariff regime. A debt-relief window covering post-COVID arrears. And targeted import-duty and VAT waivers on aircraft spares and tooling.

On demand-side support: A statutory Local Operator Preference on Government and donor-funded travel. Tourism-linked utilisation guarantees with Uganda Tourism Board and Uganda Wildlife Authority. And a Ministerial Government–Industry Aviation Forum, convened quarterly—not only reactively when shutdown threats are made.

The Fiscal Argument the Treasury Will Hear

Tax relief on Jet A-1 is partially recovered through increased flight activity and higher tourism receipts. Regulatory charge reductions are offset over time by higher movement volumes. Demand-side preferences retain foreign exchange domestically rather than exporting it on every ticket. Debt-relief windows convert non-performing receivables into restored taxpayers.

This is the same logic applied to every other strategic industry. Aviation has been the exception. There is no good reason for it to remain one.

A Question of Policy, Not Branding
Uganda has conflated supporting the national carrier with supporting national aviation. The flag carrier deserves support. So does every Ugandan AOC holder feeding it, complementing it, and serving the parts of this country it will never reach. A national aviation policy that protects only the national airline is not a national aviation policy. It is a brand strategy. Uganda can do better. The new term is the moment to start.

With a presidential swearing-in marking the start of a new term, this is the moment to anchor a Local Aviation Operator Relief Package in policy. Proactively. Before a Nigerian-style shutdown threat is required to force action. Before the steady contraction of the local operator base becomes irreversible. Before the country wakes up to discover that the hub it has been building has lost the network it was supposed to feed.

A national aviation policy that protects only the national airline is not a national aviation policy. It is a brand strategy. Uganda can do better. The new term is the moment to start.

Henry Kabuye is a senior aviation professional based in Entebbe, Uganda, with over sixteen years of experience in flight operations and compliance. He holds a CPL, has completed ATPL ground school, and is a Fellow of the African Civil Aviation Compliance Programme (ACCP).

SAFETY FIRST

Is Africa Closing the Aviation Safety Gap?

Driven by outcomes of the 3rd African Aviation Safety & Operations Summit 2026—new benchmarks, data-driven oversight, and global collaboration are reshaping Africa's safety landscape, but significant gaps remain.

Africa's aviation safety record has shown measurable improvement. The accident rate declined from 12.13 to 7.86 per million sectors between 2024 and 2025. Nigeria achieved a landmark 91.45% ICAO safety rating, surpassing both regional (61.1%) and global (70.4%) averages.

Yet the gap with global standards remains wide. Africa's accident rate is still six times the global average of 1.32. Average implementation of ICAO safety standards across 46 Sub-Saharan African states stands at just 60.34%, against a global average of 69.46% and a target of 75%. Between 2019 and 2023, only 19% of African accident reports were finalised, compared to a global average of 63%.

New Safety Benchmarks Emerging in Africa

On April 23, 2026, President Bola Tinubu celebrated Nigeria's unprecedented 91.45% ICAO safety rating—the country's highest ever score. The rating surpassed the West African regional average of 61.1% and the global average of 70.4%, positioning Nigeria above regional and global ratings and significantly boosting investor confidence.

This achievement was not accidental. President Tinubu redefined priority areas to include enhancing infrastructure and transportation as

enablers of growth. Minister of Aviation Festus Keyamo outlined a five-point agenda with safety compliance as the top priority.
Despite Nigeria's outlier performance, the continental picture remains concerning. IATA reports that average implementation of ICAO Standards across 46 Sub-Saharan African states is 60.34%, compared with the global average of 69.46% and a target of 75%. Kamil Alawadhi, IATA's Regional Vice President for Africa and the Middle East, noted that delayed or unpublished accident reports withhold valuable safety insights.

In 2024, runway excursions were the most prevalent among Africa's 10 reported accidents.

The Role of Data and Reporting Systems
A landmark achievement of the EU-ASA project was the deployment of ICAO iPacks – Accident and Incident Data Reporting System, rolled out between mid-2024 and mid-2025. The initiative supports standardised safety data reporting based on ECCAIRS 2, enabling states to report, share, and analyse safety data in a harmonised format.

In May 2025, AFCAC and EASA held a Capacity Building Workshop on Aviation Data, bringing together 46 aviation experts from across Africa. Key outcomes included development of model regulations for aviation statistics, establishment of national statistical focal points, implementation of data protection measures, and regular reporting between AFCAC, ICAO, and national authorities.

Persistent challenges identified included inconsistent data collection, lack of regional coordination, limited awareness of data's potential, data fragmentation, resistance from data providers, outdated infrastructure, and lack of enforcement frameworks.

Collaboration with Global Safety Bodies
The EU-Africa Safety in Aviation (EU-ASA) project, launched in February 2019, concluded on 31 July 2025. Over its six-year duration, the project enhanced aviation safety across Africa by supporting Regional Safety Oversight Organisations and AFCAC. The project leaves behind a solid foundation for continued progress.

At the Focus Africa Conference (April 2026), IATA outlined three key safety priorities: accelerate implementation of ICAO standards

across all 54 African states, publish accident reports consistently and timely, and expand the use of global safety audits such as IOSA, ISSA, and ISAGO. IATA also called for intensified participation in the Collaborative Aviation Safety Improvement Programme.

On December 9–10, 2025, aviation stakeholders involved in technical assistance to African states gathered in Nairobi to harmonise their 2026 technical assistance programme, with participation from ICAO, AUC, AFCAC, EASA, IATA, COMESA, FAA, Boeing, Airbus, and RSOOs.

The Cost-Safety Connection
IATA has drawn a direct line between high operating costs and safety performance. African aviation costs run approximately 15% higher than the global average, driven largely by government taxes and charges.

When airlines operate on razor-thin margins—African carriers are forecast to earn just $1.30 per passenger in 2026—investment in safety systems, training, and maintenance becomes constrained.
As of March 2026, USD 774 million in airline revenues is blocked across African countries—the largest concentration of trapped airline revenues globally.
Blocked funds directly impact airlines' ability to pay for maintenance, training, and safety equipment.

Is Africa closing the aviation safety gap? Yes—but not fast enough. The direction is positive. Nigeria's 91.45% rating proves excellence is achievable. The iPack system is standardising data reporting.

RSOOs are strengthening regional oversight. EASA and ICAO are providing sustained technical assistance.
Yet the gap remains wide. Six times the global accident rate. Two-thirds of ICAO implementation target. One-fifth of accident reports finalised.

The question for 2026 is whether the infrastructure now being built will translate into sustained performance improvement.
As Kamil Alawadhi concluded: "Aviation is economic infrastructure for Africa. Its value lies in the long-term benefits it delivers." Safety is the foundation of that value.

The Pilot's Guide for Landing at Busy Airports

Nyawade Wendy Cella

Have you ever felt uncomfortable flying into busy, unfamiliar airports? Here are some tips to get you prepared for your next trip to a busy Class B, C, or D airport.

What's So Different?

Increased ATC requirements, complex taxi routes, and procedural differences can make these airports intimidating. But depending on where you're flying, it might be your best, or only, option.
Get Flight Following Early

When you've picked up flight following, ATC helps you out with traffic, weather, and airspace avoidance. ATC can help find routes that will keep you clear of heavy traffic. They can also warn you of traffic that's approaching your flight path. Navigation is still up to you, and you don't have to accept ATC's advice as long as you stay in Class E or G airspace. But following their advice can be a big asset.

The best way to work with ATC in airspace is to be proactive, and that includes flying into Class B, C, and D airports. When you let them know your destination on the initial call, ATC will coordinate your arrival.

As you get close to your destination airport, ATC will likely hand you off to a local approach control for that airport. If you're flying into a Class C airport and you're in two-way radio communication with ATC (they've said your callsign), you've been cleared into Class C Airspace. When you're flying VFR into Class B, you need to hear the words "cleared into the Class B airspace" from ATC.

Know The Weather Requirements

Class B airspace has some of the most relaxed weather requirements because, in Class B, Air Traffic Controllers are tracking your every move - altitude, speed, and heading. It's the only type of airspace where this happens for all VFR aircraft, and because of it, controllers can allow you to fly in worse weather and still allow you to "see and avoid" other aircraft.

The requirements are very simple: 3SM visibility, clear of clouds. What does staying "clear of clouds" mean? It means that your airplane can operate up to, but not touch a cloud. That's pretty close.
Class C minimum weather requirements exist so that you can see and avoid other aircraft. ATC wants you to stay far enough away from the clouds so you can see and avoid other airplanes, especially jets flying fast approaches.

An easy way to remember VFR weather minimums for Class C airspace is the phrase "3 Cessna 152s". Day or night, each number in the phrase stands for one of the distances:
3SM visibility
1000' above
500' below
2000' horizontal

What Are Your Equipment Requirements?

In both Class B and C airspace, you'll need a two-way radio, Mode-C or Mode-S transponder, and ADS-B out onboard your airplane to enter the airspace, so that you can maintain communication with ATC and so that they can track your location and altitude on their radar scope.

Have Your Frequencies Ready

Having ATIS, approach control, tower, and ground frequencies loaded in your standby comm is always a good idea. Keep in mind that at many large airports, there are multiple frequencies for each service, depending on your arrival direction, or your location on the ground.

If you're using an EFB, which we highly recommend, load your destination airport page. All of the frequencies will be listed and available there for quick reference.

You May Have to Hold, And You May Be Vectored

Flying into a Class C airport is usually no problem. However, you may be asked to hold outside of the airspace at some Class B airports during a busy arrival/departure block.

If you really need to (or want to) fly into a Class B airport, calling ahead might be a good idea. Call the local ATC Approach Control to ask when a good time to fly in might be, which will usually fall between blocks of departures and arrivals, or at night.

Some airports like Salt Lake City and Phoenix have a lot of GA traffic, with one runway located near FBOs. Others, like Chicago O'Hare or New York LaGuardia, often won't be able to fit you into the traffic flow under normal operations.

Study The Airport and Find Your Parking Spot

Before your flight, or at least well before you begin descending, take a thorough look at the airport diagram. Find the FBO where you plan to park, and look at the runways/taxiways nearby. While you can never really plan out exactly how your approach/taxi will go, it's a good idea to familiarize yourself with the airport well ahead of time.

Expedite, But Don't Rush

Airports are usually established as Class B or C due to increased traffic. That means busy frequencies and a lot of airplanes that are faster than you. Flying into these airports isn't the time to linger, take pictures, etc.

Keep your speed up as best you safely can, and anticipate flying either a long or short approach to landing. That's one way that ATC will sneak you in between faster jets.

Don't rush yourself, maintain a sterile cockpit, and keep your eyes outside. If you need help, ask. The last thing you want to do is assume you understand an ATC instruction and create a traffic conflict.

Credit: Bold Method

TOURISM AND AVIATION

The Twin Growth Engines

Waithaka Eddah

Across Africa, aviation is not merely serving tourism—it is actively shaping it. New routes create new destinations, partnerships unlock integrated travel experiences, and together, the two sectors form an interdependent engine of economic transformation.

The relationship between aviation and tourism in Africa has evolved from passive to proactive. No longer simply transporting tourists to established destinations, airlines are now active agents of tourism development—launching routes to emerging destinations, partnering with tourism boards, and co-creating integrated travel products.

How Airlines Are Shaping Tourism Flows
The introduction of long-range narrowbody aircraft—the Airbus A321LR and Boeing 737 MAX—has fundamentally altered route economics. Airlines can now profitably serve secondary European and Asian cities that lacked the passenger volume for widebody service.

Ethiopian Airlines has been most aggressive. Its A321LR fleet enables direct flights from Addis Ababa to Manchester, Brussels, and Vienna—cities with significant diaspora populations. These routes serve both visiting friends and relatives traffic and leisure tourists seeking access to Ethiopia's historical circuits.

Low-cost carriers are transforming domestic tourism by making air travel affordable. FlySafair and Lift in South Africa, Jambojet in Kenya, and Air Peace in Nigeria have opened leisure travel to middle-income Africans who previously could not afford airfares.
A powerful feedback loop exists between visa policy and airline route development. When Kenya announced its visa-free policy for African travellers, airlines responded by adding capacity. Liberalised visa policies stimulate demand; airlines respond with capacity; increased capacity lowers fares; lower fares stimulate further demand.
Emerging Destinations Enabled by New Routes

São Tomé and Príncipe, once one of Africa's least visited countries, has seen tourism surge following improved air connectivity. TAAG Angola Airlines launched direct flights from Luanda, while

Ethiopian Airlines added connections. Arrivals doubled between 2022 and 2025.
Uganda Airlines has aligned its route development with tourism priorities.

Flights to Kisoro—the gateway to Bwindi Impenetrable National Park—have reduced travel time for international tourists. Previously requiring a six-hour road transfer, the journey is now 90 minutes, making gorilla trekking accessible to time-constrained travellers.

Zanzibar's transformation from backpacker destination to premium beach resort illustrates aviation's role. Ethiopian Airlines' daily flights from Addis Ababa, combined with Kenya Airways' multiple daily connections, have created a competitive market driving down fares. Zanzibar now welcomes over 800,000 international visitors annually.

Mozambique's coastal gems—Vilanculos and Pemba—now have direct connections from Johannesburg. Luxury lodges report near-capacity occupancy, and tourism investment has accelerated.

Airline-Tourism Partnerships
Kenya Airways has formalised its relationship with the Kenya Tourism Board through joint marketing campaigns, familiarisation tours, and discounted fares for major events. The airline became the "Official Airline Partner" of the Magical Kenya Travel Expo in 2025.

RwandAir's partnership with the Rwanda Development Board is perhaps the continent's most sophisticated. The airline's iconic "Visit Rwanda" livery provides global visibility, while the airline receives marketing support.
The partnership extends to product integration, with Rwandan coffee and tea featured in business class.

Airlink has built its commercial model around tourism connectivity, serving gateway airports to major game reserves: Hoedspruit and Skukuza for Kruger National Park, Maun for the Okavango Delta, and Victoria Falls.
Uganda Airlines has partnered with the Uganda Tourism Board to offer a "Gorilla Express" package—a combined air and trekking permit product that simplifies booking for international tourists.
The Visa-Aviation-Tourism Nexus

The Single African Air Transport Market has been designated the African Union Theme for 2027, signalling renewed political commitment. But SAATM addresses market access for airlines, not passengers. Visa liberalisation is the complementary policy required to unlock tourism demand.
Rwanda's visa-free policy for all African citizens has been most aggressive. Kenya and Benin have followed. The correlation is clear: destinations that remove barriers benefit from increased air service.

Challenges and Constraints
While air connectivity has improved, ground infrastructure often lags. New flights to emerging destinations are useless if airport facilities are inadequate or roads impassable.
Tourism demand in many African destinations is highly seasonal, creating challenges for airlines. Carriers must either operate at a loss during low season or suspend routes.

Climate change is altering demand patterns. Rising temperatures make traditional peak seasons less comfortable, while extreme weather disrupts operations.

The evidence is clear: destinations that invest in both aviation connectivity and tourism infrastructure see compound growth. The Seychelles, Rwanda, and Zanzibar have demonstrated that strategic coordination yields results unavailable to either sector alone.

For governments, aviation policy is tourism policy. Open skies, visa liberalisation, and airport investment are the foundation of a competitive tourism sector. For airlines, tourism development is route development.
As Africa positions itself as the world's last great tourism frontier, the twin engines of aviation and tourism must fire together. Neither can reach full power alone.

EUROPE'S AVIATION SUSTAINABILITY PUSH

Ambition vs. Reality

The European Union has positioned itself as the global leader in aviation sustainability. Through the ReFuelEU Aviation Regulation, the bloc mandates that by 2030, 6% of jet fuel must be sustainable (SAF), including 1.2% synthetic e-SAF. By 2050, the target rises to 70% SAF.

Yet a yawning gap has opened between political ambition and industrial reality. e-SAF production costs are approximately 12 times higher than conventional jet fuel. No commercial e-SAF facility has reached a Final Investment Decision.

The Regulatory Architecture

ReFuelEU Aviation, which entered force in January 2025, establishes EU-wide blending mandates at major airports. The targets escalate from 2% SAF in 2025 to 70% in 2050, with the e-SAF sub-mandate rising from 1.2% in 2030 to 35% in 2050.

The EU Emissions Trading System continues to apply to aviation, and the Commission is assessing whether to expand coverage to international aviation and non-CO' effects like contrails.

The Implementation Gap

The most glaring gap is e-SAF production. Despite the 2030 mandate requiring approximately 552,000 tonnes, no commercial e-SAF facility exists. About 40 projects across Europe remain stuck at pre-FID stage.

Why aren't projects moving forward? Revenue uncertainty is the primary barrier. e-SAF plants cost €1–2 billion each, but airlines won't sign long-term purchase agreements at current prices, and producers won't commit without those agreements.

Production costs are prohibitive. Estimated average e-SAF production cost is €7,520 per tonne—12 times the €640 cost of conventional jet fuel. Bio-based SAF is also expensive at €1,925 per tonne.

The EU faces a structural feedstock shortage. The ReFuelEU mandate and Renewable Energy Directive have sparked a bidding war between aviation, marine, and road transport sectors for limited waste-based feedstocks, creating a gap of approximately 5 million tonnes.

Industry Pushback

In March 2026, Airlines for Europe (A4E)—representing Lufthansa, Air France-KLM, and Ryanair—announced it would formally demand that the EU relax or postpone the 1.2% e-SAF mandate. Lufthansa CEO Carsten Spohr called for a "course correction," arguing that these rules disadvantage European airlines compared to Gulf carriers.

A4E argued that expected e-SAF production would cover only 0.7% of demand by 2030, forcing fuel suppliers to pay penalties of €7–9 billion, ultimately passed to passengers. Environmental groups warned strongly against any delay.

Transport & Environment stated: "If we postpone this, e-SAF start-ups will die and Europe will lose its lead as a pioneer."

The Policy Response

Capstone assesses an 85% probability that the European Commission will offer e-SAF compliance flexibility in Q4 2026 while maintaining headline targets.

The expected mechanism extends the carry-forward window allowing shortfalls in 2030–2031 to be made up in 2032–2034.

To address revenue certainty, eight member states committed €500 million for a pilot auction in 2026 using the H2Global Foundation's double-auction mechanism.

Africa's Stake

The EU's sustainability push extends beyond its borders. COMESA and AFCAC are collaborating on a green transition programme backed by an €8 million EU grant. Zimbabwe is finalising Annex 16 regulations and integrating SAF into its national biofuels policy.

Europe's feedstock crunch creates an opportunity for African producers. Used cooking oil, animal fats, and agricultural residues are available across the continent.

However, SAF must meet EU sustainability certification standards—a significant hurdle for nascent African producers. Europe's aviation sustainability push is the world's most ambitious—but also the most contested.

The EU is walking a tightrope between climate imperatives and industrial reality.

The likely path—preserving headline targets while offering compliance flexibility—is politically astute. But deeper questions remain:

Will Europe's airlines survive with their competitiveness intact? Will SAF production scale in time? And will African producers be partners or bystanders?

IATA's Thomas Reynaert offered a sobering assessment: "The regulatory burden is onerous, costs are high, and the EU's competitiveness issues have not been seriously addressed."


Hosted by:
NIGERIAN ARMY
3RD
AFRICA
LAND FORCES
FORUM
The Strategic
Defence Forum of
NADCEL 2026
Commemorating 163rd Nigerian
Army Day Celebrations
4th-6th July 2026
Port Harcourt, Nigeria
MARK YOUR
CALENDAR
Organized by:
GM
EVENTS
FRICALANDFORCES.COM
#ALF #ALF2026

Global Aviation Outlook 2035 and Beyond

Nyawade Wendy Cella

The global aviation industry is on an unstoppable growth trajectory through 2035 and beyond. IATA projects global air passenger numbers will reach 7.2 billion by 2035, nearly double the 3.8 billion recorded in 2016, representing compound annual growth of approximately 3.7%.

While growth is global, its center of gravity is shifting decisively toward developing markets. By 2029, China is expected to displace the United States as the world's largest aviation market. India will overtake the United Kingdom as the third-largest market by 2026.

Africa stands out as a growth hotspot. Between 2024 and 2050, passenger traffic across the continent is projected to surge from 160 million to 469 million, growing at over 4% annually. The most explosive growth will occur in nations like Sierra Leone, Guinea, Rwanda, and Uganda, each exceeding 8% annual growth—effectively doubling every decade.

Meeting Demand with Modern Aircraft
Meeting this demand requires massive fleet expansion. Over the next two decades, nearly 40,000 new commercial aircraft will be needed globally, valued at nearly $6 trillion. Single-aisle aircraft will dominate deliveries.

In Africa specifically, the commercial fleet is set to more than double, requiring between 1,170 and 1,460 new aircraft. Crucially, over 80% of these deliveries will be for expansion rather than replacement—the highest percentage of any global region. African airlines will not just be renewing fleets but building them almost from scratch.

The efficiency gains are significant. Next-generation aircraft like the A320neo and 737 MAX use approximately 25% less fuel than the models they replace. Airbus has committed that by 2030, all its commercial aircraft will be capable of flying on up to 100% Sustainable Aviation Fuel.

AI, Autonomy, and the Digital Twin

A 2025 study by Tata Consultancy Services reveals that one in three aerospace executives believes AI for real-time decision-making will be the single biggest driver of change by 2035. Digital twins—virtual replicas of physical assets—and robotics are also identified as key enablers, allowing for predictive maintenance, optimized supply chains, and accelerated development cycles.

This digital shift is already creating a two-speed industry. While 63% of executives are open to adopting agentic AI for supply chain management, only 6% currently do so. Furthermore, 80% of MRO executives acknowledge that failing to scale digital strategies will negatively impact costs and downtime.

For Africa, this digital leap represents an opportunity to bypass legacy systems but also a challenge, requiring heavy investment in digital infrastructure and training.

The Investment Imperative

Realizing this future requires massive capital investment. The global aviation manufacturing market is expected to reach an estimated $860 billion by 2035, growing at 4.3% annually.

For Africa, which lost a staggering $7.7 billion in 2020 due to COVID-19, securing investment is paramount. While post-pandemic recovery has been strong, progress has been slower than initially hoped. The global fleet is not expected to reach pre-COVID growth trajectories before 2036.

Challenges remain significant:

High interest rates, skilled labor shortages, inflation driving up wages, and rising component costs all strain airline balance sheets. Overcoming these hurdles requires unprecedented collaboration between governments, investors, and industry stakeholders.

Conclusion

The 2035 outlook is one of profound transition toward an aviation ecosystem that is larger, cleaner, smarter, and more connected than ever before. Airlines, manufacturers, and nations that invest in modern fleets, embrace digital transformation, and secure sustainable fuel sources will lead the next era of flight.

For African aviation, the window of opportunity is open but narrowing. The demand is there. The fleet is ready to be built. The question is whether the continent can secure the capital and forge the partnerships necessary to claim its place in the skies of 2035.

THE FUTURE OF SUPERSONIC TRAVEL

A Comeback Story?

After more than two decades of silence, supersonic aviation is preparing for a return—but this time, smaller, quieter, greener, and aimed at the premium market rather than mass transport.

More than two decades after Concorde's retirement, supersonic aviation is poised for a return. NASA's X-59 quiet supersonic aircraft is preparing for its first supersonic flights in early June 2026.

Boom Supersonic is assembling its first Symphony engine. And ICAO has adopted new environmental standards specifically addressing supersonic aircraft, effective from 2029.

New Supersonic Aircraft Projects

The X-59 is arguably the most important supersonic aircraft flying today—not for speed records, but for sound shaping. Developed under NASA's Quesst mission, the X-59 is designed to transform the deafening sonic boom into a quiet sonic "thump" that may be barely noticeable on the ground.

After completing 14 subsonic flights since March 2026, the X-59 will fly supersonic for the first time in early June 2026 at approximately 43,000 feet. Soon after, it will reach Mach 1.4 at around 55,000 feet.

The data collected during community overflights will be delivered to regulators, who will use it to establish new, data-driven acceptable noise thresholds for supersonic commercial flight over land.

While NASA focuses on research, Boom

▲ New Supersonic Aircraft Projects
Developed under NASA's Quesst mission, the X-59 is designed to transform the deafening sonic boom into a quiet sonic "thump" that may be barely noticeable on the ground.

Supersonic is pursuing commercial certification. The Overture airliner is designed to fly at Mach 1.7 carrying 64 to 80 passengers on transoceanic routes using 100% sustainable aviation fuel. In April 2026, Boom announced it would begin assembling its first Symphony engine. Airline commitments from United and American Airlines suggest carriers are willing to test the model.

The supersonic jet market, valued at $28.89 billion, is projected to reach $38.53 billion by 2030. Key players include Boom, Spike Aerospace, Hermeus, and established defense primes like Lockheed Martin.

Environmental Concerns

On March 27, 2026, the ICAO Council adopted significantly more demanding environmental rules applicable to next-generation supersonic jets.

As of 2029, supersonic aircraft will need to comply with the noise limits currently applied to subsonic aircraft—a very high bar. A new, 10% more stringent CO′ emissions standard will apply to new aircraft from 2031.

Boom has committed to 100% SAF for Overture operations. However, supersonic flight remains more energy intensive than subsonic travel. The availability and cost of SAF—currently two to five times more expensive than conventional jet fuel—introduce significant uncertainty.
The greatest regulatory barrier remains the sonic boom. Current restrictions prohibit routine supersonic flight over land in most markets, limiting early operations to transoceanic routes.

NASA's X-59 is designed specifically to address this. If community overflights demonstrate quiet supersonic flight is acceptable, regulators could establish new thresholds.

Market Viability

Concorde was an engineering triumph but commercially marginal. High fuel burn, limited seats, restricted routes, and enormous maintenance costs meant it could not scale.

Overture attempts to adjust this model: removing afterburners reduces fuel consumption; increasing seats improves unit economics; designing for 100% SAF addresses environmental pressure.
Key economic questions remain: engine performance will define fuel burn and maintenance intervals; production scale requires a dedicated facility with planned output of up to 66 aircraft annually; airline integration depends on whether Overture can operate within current fleet economics.

Oscar Garcia, CEO of Interflight Global, warns that infrastructure lags technology. Without advance planning—airports capable of handling supersonic operations, maintenance facilities, customs processing—supersonic aircraft could be certificated but have nowhere to fly. Garcia notes that sovereign nations considered remote today, including parts of Africa, could greatly benefit from supersonic connectivity.

The return of supersonic travel is no longer a question of if, but when and in what form. NASA's X-59 is flying toward regulatory validation. Boom's Symphony engine is moving toward production. ICAO has established environmental rules.

But significant barriers remain: engine development must prove reliability; regulatory acceptance depends on community response to quiet supersonic demonstrations; production costs remain unproven; infrastructure lags technology. Boom's strategy of generating revenue through industrial turbine production while developing Overture is pragmatic.

The supersonic jet market is projected to reach $38.53 billion by 2030—strong growth, but concentrated in premium segments rather than mass transport. The aircraft that emerge will likely be smaller, quieter, greener, and more exclusive than Concorde.

GE & Rolls-Royce Engines

General Electric (GE Aerospace)

Rolls-Royce

The Striking Differences

When it comes to the engines powering the world's most advanced airliners, two names always dominate the conversation: General Electric (GE Aerospace) and Rolls-Royce.

As the aviation industry accelerates toward a future where sustainability and lower operating costs are a priority, engine manufacturers are under unprecedented pressure to innovate accordingly. GE Aerospace and Rolls-Royce have taken divergent yet equally impressive paths to meet these challenges.

GE emphasizes raw power, advanced materials, and manufacturing scale, as epitomized by the world's most powerful commercial engine, the GE9X, which is being featured on Boeing's latest landmark aircraft, the Boeing 777X. Rolls-Royce, on the other hand, focuses on efficiency, reliability, and sustainability, embodied by the Trent XWB, the most efficient large aircraft engine in service today. Together, these giants define the future of widebody flight, setting new benchmarks for

Feature	Rolls-Royce Trent XWB	GE Aerospace GE9X
Compressor Design	Three-spool	Two-spool
Length	Shorter, more compact	Longer, higher bypass
Stall Prevention	Natural anti-stall design	Uses variable stator vanes
Cooling Efficiency	Cooler, less thermal stress	Higher heat tolerance via CMCs
Maintenance	Lower, due to balanced spools	Moderate, but excellent durability

almost every metric.

Power Or Efficiency

The GE's approach is rooted in power and durability, and its engines are constantly pushing the limits of thrust, utilizing innovative materials to help deliver the highest performance. Rolls-Royce, by contrast, builds its reputation primarily on efficiency, reliability, and refined engine architecture.

GE's philosophy heavily prioritizes scalability and robustness, ensuring its engines perform reliably even under extreme operating conditions. This was proven during thousands of endurance and dust-ingestion test cycles. Rolls-Royce's Trent XWB, however, takes a different path.

One of the most defining contrasts between GE and Rolls-Royce engines lies in their core mechanical architecture. Rolls-Royce utilizes a three-spool compressor system, while GE follows the two-spool design more common to American manufacturers. This is often overlooked when comparing engines. Typically, power and efficiency are the key comparative metrics; however, spool numbers also play a key role in how an engine operates.

The Numbers Behind The Engines

The GE9X currently holds the record as the most powerful commercial jet engine ever built, generating over 134,000 pounds of thrust in test conditions: this, amazingly, is enough to lift an entire Airbus A320.

Despite its immense power, it improves specific fuel consumption by up to 10% compared to its predecessor, the GE90. While it is clear that power is the secret to GE's success, they haven't left efficiency behind, ensuring their engines can keep up with the growing pressure to increase engine efficiency across the industry.

On the other hand, Rolls-Royce is very clearly leading efficiency benchmarks, opting for this rather than beating thrust records. The Trent XWB-97, powering the Airbus A350-1000, provides 25% lower fuel burn than previous Trent engines and offers $6.4 million in annual fuel savings per aircraft.

Rolls-Royce focuses on proving the reliability of its in-service engines, gathering real-world flight data from over 60 customers operating more than 2,600 Trent XWB engines.

This extensive operational record demonstrates Rolls-Royce's success in achieving low maintenance and consistent performance across a diverse range of environments.

Looking To The Future

GE Aerospace's massive manufacturing network enables high-volume output and seamless alignment with Boeing's 777X assembly and Rolls-Royce, emphasizes long-term partnerships through its TotalCare service model, offering customers benefits such as end-to-end engine management, predictive maintenance, and cost-per-hour agreements.

Rolls-Royce is the sole supplier for the Airbus A350 (Trent XWB), A330neo (Trent 7000), and A340-500/600 (Trent 500), securing dominance in the Airbus widebody segment. GE Aerospace holds exclusivity for the Boeing 777 series and will remain the single supplier for the 777X via the GE9X. There are, however, some notable shared aircraft types, such as the Boeing 787 and Airbus A380.

Airbus A350 - Rolls-Royce (Trent XWB) 100% Exclusive
Boeing 777X - GE Aerospace (GE9X) 100% Exclusive
Boeing 787 - GE (60%) / Rolls-Royce (40%) Shared
Airbus A380 Rolls-Royce (40%) / GE+P&W (60%) Shared
Airbus A330neo - Rolls-Royce 100% Exclusive

The GE9X is feature-rich, featuring composite components, advanced composite fan blades, and a 10:1 bypass ratio that reduces emissions and noise to record lows. Meanwhile, Rolls-Royce's Trent XWB continues evolving with incremental fuel-burn improvements and technology upgrades, already delivering 15% better efficiency than the first-generation Trent.

Both GE and Rolls-Royce are future-proofing aviation: GE through material science and engine scale, and Rolls-Royce through efficiency and digital intelligence. Their contrasting approaches ensure a balanced global ecosystem where innovation thrives across multiple fronts, securing a more efficient, quieter, and sustainable sky for decades to come.

AI IS LEARNING TO FLY AIRPLANES

The small Cessna Caravan accelerates down the runway and climbs into the air, all while the pilot beside keeps his hands off the controls.

The Merlin Pilot system handles much more than a traditional autopilot, using a natural language processing model to listen to instructions from a mock air traffic controller and responding over the radio using a computerized female voice.

Pilot admittedly a bit of a control freak, surrendering control to a computer did not come naturally. But the demonstration is an important one as more aviation companies are looking to AI to usher in a new evolution in air travel by using it to automate tasks for pilots and perhaps one day enable fully autonomous flights.

The flight is taking place as airlines worldwide are facing a growing pilot shortage. Boeing estimates that carriers will need more than 600,000 new pilots over the next two decades.

At the same time, aviation safety officials are confronting increasing pressure on an already strained air traffic control system following a series of high-profile close calls and deadly accidents in recent years.

The push toward AI-assisted aviation is also gaining support in Washington. Transportation Secretary Sean Duffy has promoted artificial intelligence tools as part of the Trump administration's broader push to modernize the nation's aging air traffic control system.

"We are never going to outsource the national airspace to AI tools," "Controllers are going to control the airspace, but we can make their jobs easier." **Sean Duffy**

Duffy said the administration sees AI as a way to reduce workload for controllers and improve efficiency across increasingly crowded airspace.

Merlin argues artificial intelligence could eventually help address some of the same problems in the cockpit.

"Eighty percent of accidents in aviation are still caused by human error,". "If we can reduce that, that's a pretty useful way to spend our time." **Merlin CEO Matthew George.**

Commercial aviation has steadily added automation for decades, leading to today's fly-by-wire systems in which computers interpret pilot inputs even during manual flight.

"Modern cockpits have quite a bit of automation already, but the automation is within a narrowly defined scope," **Mykel Kochenderfer, a researcher at Stanford University.**

Kochenderfer says newer AI-assisted systems are designed to handle a broader range of unexpected situations than traditional rule-based automation. Changing the minds of pilots might not be easy. Current in-flight automation systems place the pilot at the center, allowing them to intervene when necessary.

Capt. Jason Ambrosi, President of the Air Line Pilots Association which represents more than 79,000 pilots in the United States and Canada, says automation and AI should support pilots, not replace them.

Technological advancements can improve aviation safety, but they will never be a substitute for the pilots on an aircraft. The most important safety feature on every airline flight will always be two well-trained and rested pilots on the flightdeck.

Merlin underscores fully pilotless passenger flights are still far away. The aim is not flipping a switch to uncrewed airplanes. This is about putting AI alongside human pilots and building trust.

The Merlin company says it has completed hundreds of test flights as it works toward certification from the Federal Aviation Administration. Those standards are among the strictest in transportation, often requiring years of testing and redundancy analysis before new systems are approved.

The military may provide the system's first major proving ground. Merlin recently secured a contract worth more than $100 million with the US Air Force to eventually bring the technology to C-130 cargo planes.

As the Merlin system lines us up on final approach, it starts a gradual descent toward runway 34 and jockeys the controls to stay on the flight path, despite a slight crosswind, all the way to touchdown.


MEBAA™
SHOW
8-10 DECEMBER 2026
DWC, Dubai Airshow Site
SAUDI ARABIA'S
BUSINESS JET SECTOR
SEES RECORD GROWTH

THE F-15IA FIGHTER JET

The F-15IA "heavyweight" warplanes from Boeing are a customised variant of the American F-15EX Eagle II, specifically engineered to meet the unique operational requirements of the Israeli Air Force (IAF).

Here is an in-depth look at what makes the F-15IA unique across different areas.

Advanced "Sovereign" Customisation

Unlike standard export models, the F-15IA is built with "sovereign" mission systems. While it mirrors the F-15EX's high-performance frame, the "I" designation signifies that the jet is optimised for Israeli-specific specifications.

This includes the deep integration of indigenous avionics, proprietary electronic warfare suites, and specialized sensors that allow the IAF to maintain its qualitative military edge in the Middle East. It also integrates Israeli-made Python 5 air-to-air missiles and Delilah cruise missiles.

The "Missile Truck" Payload Capacity and Speed

One of the most distinct features of the F-15IA is its massive carrying capacity, which far exceeds that of stealth fighters like the F-35. It is designed as a "missile truck" capable of ferrying over 13,300 kg (29,500 lbs) of munitions.

This allows it to carry outsized weaponry and large-volume missile barrages that are physically too big to fit in internal stealth bays. It is also capable of speeds up to Mach 2.5 with a high payload capacity of roughly 13,381 kg.

Extended Strategic Reach

The F-15IA is built for "depth attacks," meaning missions far from Israeli borders, such as those targeting distant locales in Iran or Yemen.

It features large conformal fuel tanks (CFT) that are mounted to the outside of the engine air intakes. These tanks provide significantly more fuel without occupying the hardpoints needed for weaponry, enabling a ferry range of approximately 12,000 nautical miles.

Digital Backbone and Fly-by-Wire

The "IA" variant introduces a complete digital transformation of the legacy F-15 airframe. It features digital fly-by-wire controls, which replace traditional mechanical linkages with electronic ones, significantly improving flight performance and stability.

The jet also includes an all-glass digital cockpit and advanced AESA radar (AN/APG-82(V)1), which is currently the most powerful of its kind.

The advanced cockpit, it features modern mission systems, software, and helmet-mounted displays for 360-degree situational awareness. In addition, its open mission systems architecture allows for fast insertion of new sensors and software as threats evolve.

Unprecedented Longevity and Durability

While fifth-generation fighters like the F-35 are designed for roughly 8,000 flight hours, the F-15IA is engineered for an extraordinary service life of over 20,000 hours.

This makes it a highly cost-effective, long-term investment, as the aircraft can remain in service well into the 2070s. Its design allows it to undergo continuous hardware and software upgrades without requiring a completely new airframe.

EGYPTAIR

STAR ALLIANCE

Innovation in Every Detail
Luxury in Every Moment

Airbus A350 - 900

Arriving Soon

egyptair.com

KAMAN K-MAX

No Tail Rotor, Overlapping Blades

The Kaman K-MAX is designed with intermeshing rotors to enable higher responsiveness to pilot controls, offering unmatched versatility, cost efficiency, and operational readiness for a wide range of missions. It's one of the strangest-looking helicopters ever built and also one of the most efficient heavy-lift rotorcraft ever designed.

Unlike conventional helicopters, the K-MAX uses an unusual intermeshing rotor system, also known as a synchropter design. Instead of a single main rotor and tail rotor, the aircraft uses two large angled rotors that overlap without colliding while spinning in opposite directions.

The result is a helicopter with enormous lifting power, exceptional hovering stability and no need for a tail rotor.

That unusual design has made the K-MAX highly effective for precision lifting missions ranging from firefighting and logging to military cargo resupply and humanitarian operations.

The two rotor masts are mounted at outward angles, allowing the blades to overlap while remaining precisely synchronised through a complex gearbox system. Because the rotors spin in opposite directions, their torque cancels out naturally.

Without a tail rotor consuming engine power, nearly all available power can instead be directed into lift generation. The design also creates exceptional low-speed stability and precision control while hovering, particularly when carrying suspended external loads.

One of the K-MAX's more unusual design features is hidden inside the rotor blades themselves. The blades use spruce wood spars – often sourced from the same tree to ensure identical resonance and balance characteristics – combined with fibreglass trailing edges.

The aircraft was purpose-built for repetitive lifting operations and performs especially well in "high and hot" environments where conventional helicopters often struggle.

Its compact footprint also makes it highly effective in confined operating areas such as forests, mountainous terrain and disaster zones.

According to Kaman Aerospace: "Quick to launch and cost-effective to fly, the K-MAX is a reliable responder in any situation."

The K-MAX was originally developed primarily for external load operations rather than passenger transport.

That specialisation helped it become popular in industries such as:

- logging
- construction
- firefighting
- hydro-seeding
- utility work
- disaster relief

The helicopter can carry loads of up to 6,000 lb (2,722 kg) on its cargo hook while maintaining impressive stability during precision lifting operations.

- Max gross weight (with external load) - 12,000 lb (5,443 kg)
- Max take-off weight - 7,000 lb (3,175 kg)
- Empty weight - 5,145 b (2,334 kg)
- Useful load - 6,855 lb (3,109 kg)
- Cargo hook capacity - 6,000 lb (2,722 kg)
- Airspeed without external load - 100 kt (185.2 kph)
- Airspeed with external load - 80 kt (148.2 kph)
- Power plant - Honeywell T53-17 gas turbine
- Thermodynamic rating - 1,800 shaft horsepower 100 kt

Kaman Aerospace later partnered with Lockheed Martin to develop an autonomous version of the helicopter for military cargo resupply missions.

The uncrewed K-MAX was designed to transport supplies into dangerous battlefield environments without risking aircrew.

The aircraft gained widespread attention during operations in Afghanistan, where the US Marine Corps used autonomous K-MAX helicopters to deliver cargo to remote forward operating bases.
Lockheed Martin said the aircraft's autonomous flight system allowed it to deliver sling loads to multiple beyond-line-of-sight locations with minimal operator oversight.

The autonomous system uses a Mission Management Computer and redundant Flight Control Computers linked to a ground control station via two-way datalinks.

The aircraft can execute pre-programmed missions while operators monitor and adjust flight operations remotely.
The programme demonstrated how an aircraft originally designed for civilian heavy lifting could also become a highly capable autonomous battlefield logistics platform.

TODAY IN Aviation HISTORY

The Bréguet 1100

The Bréguet 1100 was entirely made of bonded alloy and featured many honeycomb structures. Its wings were about 15% longer and 35% larger in area than those of the Taon, but it was planned for the production Taons to use the 1100's wings.

The 1100 had broad short-span ailerons and narrow long-span flaps, with spoilers in front of them. Both types had similar side air intakes, but the 1100's twin engines and jet pipes in the middle of the fuselage made it wider and longer, without the area rule design that narrows the body.
Both aircraft also had similar swept, straight-edged tail surfaces, cockpits in the nose with narrow upper fuselage coverings, and tricycle landing gear.

There were sixteen different weapon options available for Bréguet 1100, including four 12.7 mm Browning machine guns, two 30 mm DEFA cannons, 35 Matra unguided rockets, or a pack of fifteen 68 mm SNEB 22 rockets.

The Bréguet 1100 was powered by two Turbomeca Gabizo axial flow turbojet engines, each producing 2,668 pounds of dry thrust and 3,307 pounds of thrust with afterburner. The single-seat fighter was 41.1 feet long, 14.3 feet high, with a wingspan of 25.8 feet and a wing area of 210.1 square feet.

The empty weight of the aircraft was 8,362 pounds, and the gross weight was 14,429 pounds. The maximum speed of the aircraft was 710 mph.

The Cancellation
The Bréguet 1100 had an empty weight of 8,362 pounds and a gross weight of 14,429 pounds.

In flight tests, the Bréguet 1100 performed well at low speeds. However, during tests at higher speeds, the engineers found an aerodynamic problem due to the proximity of the two engine nozzles.

The close spacing of the engine nozzles increased drag, resulting in thrust loss that prevented the aircraft from reaching its expected performance, especially at high altitudes where it was supposed to reach Mach 1.

The other minor problems found during flight testing of the Bréguet 1100 included insufficient braking, airbrakes causing a nose-down moment, and changes in lateral control effectiveness. However, the Bréguet 1100's engine was unreliable. The Gabizo engines were still not dependable, and the afterburner system was not installed on the Bréguet 1100 prototype.

However, the single-engine aircraft, Taon, that entered the NATO competition in 1957, looked more promising. Some, like the Dassault Étendard IV, met and even exceeded the requirements of the French and NATO programs without powerplant issues.

Towards the end of 1957, there was a debate over the advantages of single-engine versus twin-engine aircraft. As a result, on December 21, 1957, the French Air Force General Staff decided to cancel the twin-engine jet fighter program due to government spending cuts.

Only one prototype was built, which made 65 flights for testing. The second prototype, which was 80% complete, was also scrapped.

In the Grounded Dreams series, the Bréguet 1100 had to be canceled due to a lack of advanced engines and money. The aircraft itself was not bad, but it was not given enough attention to become a flying beast.

FIRST FLIGHT OF THE STITS SA-2A SKY BABY

The Stits SA-2A Sky Baby first flew on May 26, 1952, as designer Ray Stits pursued the title of the world's smallest airplane

On May 26, 1952), the Stits SA-2A Sky Baby took flight for the first time. A micro-sized biplane, the SA-2A was designed by American inventor Ray Stits in an attempt to claim the title of "The World's Smallest" airplane.

The Sky Baby was developed by Stits and partner Robert H. Starr as a furtherance of their Junior midget racer. Despite the micro-scale of the SA-2A, the aircraft packs a lot in a small package.

The cockpit is enclosed, and the upper wings have flaps. Rather than a flat firewall between the pilot's feet and the engine, the Sky Baby is built in such a way that the engine practically sits in the pilot's lap.

The pilot's feet rest on rudder pedals that are directly beneath the oil sum, toward the front of the cowling. Stits utilized the same powerplant that found success with the ERCO Ercoupe, the 112-hp water-injected Continental C85.

Robert H. Starr first flew the SA-21 on May 26, 1952, from a field in Palm Springs, California. Originally, the micro-plane was equipped with tricycle landing gear, but this was swapped for a tailwheel configuration in an effort to save weight.

The pilot needed to weigh 170 lbs to make the center of gravity "work" for safe flight. In the pattern, an airspeed of 125 mph was flown up until the final approach. From here, 80 mph was flown down to 55 mph at touchdown.

Being short-coupled and short-winged, airspeed control was critical to keep the pilot and the airplane intact. The SA-2A Sky Baby measured in with a length of 9 ft – 10 in, a wingspan of 7 ft – 2 in, and stood 5 ft tall.

The aircraft had an empty weight of only 452 lbs, and max gross was 666, a number that would have intimidated any less of the pilots who test flew the micro-plane.

Fuel capacity was meager, but adequate at 5 US Gals. A maximum airspeed of 220 mph was attained during flight testing. The Sky Baby would be flown up until October 1952, when it was retired with 25 total hours of flight time.

The sole SA-2A survives today, and is on display at the Steven F. Udvar-Hazy Center of the National Air and Space Museum located in Chantilly, Virginia.

UGANDA AVIATION Contacts

UGANDA CIVIL AVIATION AUTHORITY

UCAA Direct Contacts

Managing Director/ CEO
Tel: +256 (312) 352-002
Fax: +256 41 4321401

Corporation Secretary
Tel: +256 (312) 352-011
Fax: +256 41 4321401

Director Safety, Security and Economic Regulation
Tel: +256 (312) 352-101
Fax: +256 41 4320375

Director Finance
Tel: +256 (312) 352-401
Fax: +256 41 4321401

General Manager
Tel: +256 (312) 353-357
Fax: +256 41 4 320571

Deputy Managing Director
Tel: +256 (312) 352-005
Fax: +256 41 4321401

Director Airports & Aviation Security
Tel: +256 (312) 353-048
Fax: +256 414 320571

Director Air Navigation Services
Tel: +256 (312) 352-501
Fax: +256 41 4320964

Director Human Resource & Administration
Tel: +256 (312) 352-031
Fax: +256 41 4322989

Manager Public Affairs
Tel: +256 (312) 352-021
Fax: +256 41 4321401

Entebbe International Airport
P.O Box 5536 Kampala
Head Office
Tel: +256 (312) 352-000

Air Navigation Services
Tel: +256 (414) 320-486, 4320384,
Tel: +256 (414) 320-680
Tel: +256 (414) 320-906/7, 4320375
Fax: +256 41 4320964

Entebbe International Airport
Tel: +256 (312) 353-000
Tel: +256 (414) 321-401, 4320571
aviation@caa.co.ug
www.caa.go.ug

Briefing Office
Tel: +256 (414) 320-926

Aircraft Clearance Office
Tel: +256 (414) 321-016
Tel: +256 (312) 352-101
Fax: +256 41 4321452

Entebbe Rescue Co-Ordination Centre (RCC)
Tel: +256 414 323428 / +256 312 352532
EXT: 2532

Area Control Centre (ACC)
Tel: +256 414 320907 / +256 312 352541
EXT: 2541

PASSENGER & BAGGAGE HANDLING

DAS Handling
Tel: +256 (0) 392 789011
Mobile: + 256 (0) 773 505848

Entebbe Handling Services (ENHAS)
Tel: +256 (0) 41 4321675

Uganda Airlines
Uganda National Airlines Company Limited dba Uganda Airlines
EagleAir Hangar Complex,
Entebbe International Airport - Old Airport
P.O. Box 431, Entebbe, Uganda
Tel: +(256)200 406 400
Email: info@ugandairlines.com

INTERNATIONAL AIRLINES

Brussels Airlines
Rwenzori House Plot 1, Lumumba Avenue
P.O Box 3966, Kampala Uganda
Tel: +256 (414) 234-201/4232455
Tel: +256 (752) 734-200
Tel: +256 41 4342790

Egypt Air
Grand Imperial Arcade, Shop 11
P.O Box 7207 Kampala Tel: +256 (414) 341-276
Tel: +256 41 4236567

Emirates
Acacia Place - Plot 6 (Kololo), Ist Floor
P. O Box 33124
Tel: +256 (414) 349-941/2/3/4
Tel: +256 (752) 535-087 Tel: +256 41

Ethiopian Airlines
Kimathi Avenue
P.O Box 3591, Kampala
Tel: +256 (414) 254-796/7, 4345577/8
Tel: +256 (752) 535-087
Tel: +256 41 4231455

Flydubai
Jubilee Insurance Building
Plot 14 Parliament Avenue Kampala
Tel: +256 (414) 359-392

Kenya Airways
Jubilee Insurance Building 14 Parliament Avenue
P.O Box 6969 Kampala
Tel: +256 (414) 233-068/344304,
Tel: +256 (312) 360-000
Tel: +256 41 4259472

KLM Royal Dutch Airlines
Jubilee Insurance Building 3rd Floor, 14 Parliament Avenue
P.O Box 21025 Kampala
Tel: +256 (414) 338-000/1/2, 4233068
Tel:+256 41 4259472, 4338029

Qatar Airways
Rwenzori Towers Nakasero, Kampala,
P.O box 6710, Uganda. Tel: +256(0)41-780090
Fax: +256(0)41-4255299.

RwandAir
Entebbe International Airport
Tel: +256 (772) 614-077, Tel: +256 (414) 353-000
Tel: +256 41 4322268

Turkish Airlines
Ruth Towers, Headquarters Kampala
P. O Box 6710 Kampala Tel: +256 (414) 32-260, Tel: +256 (792) 444-849
Tel: +256 414 322261

SCHEDULED DOMESTIC

Aerolink
2nd Floor Passenger Terminal Building
Entebbe International Airport
P.O. Box 689 Entebbe
Tel: +256 (317) 333-000, Tel: +256 (776) 882-205

Eagle Air
Plot 11, Portal Avenue
P. O BOX 7392, Kampala
Tel: +256 (414) 344-292, Tel: +256 (312) 263-777 Tel: +256 41 4344501, +256 41 43206

Air Serv
Hangar one Entebbe Old Airport

Tel: +256 (414) 321-251/2,
Tel: +256 (312) 263-897
Tel: +256 414 263898

Entebbe Airways
Plot 24B, Lugard Avenue, Entebbe, Uganda
Passenger Terminal Building
P. O. Box 178, Entebbe, Uganda
Tel: +256 763 001 287

Mission Aviation Fellowship
Plot 260/445, Kizungu Lane Makindye
P.O. Box 1, Kampala
Tel: +256 (414) 268-388, Tel: +256 (414) 267-433

Uganda Air Cargo
Entebbe International Airport Passenger Terminal Building
P.O. Box 343 Entebbe
Tel: +256 (312) 263-329

TRANSPORTATION

Airport taxi services cooperate services
Tel: +256 752635145
Tel: +256 775242733

KENYA AVIATION Contacts

KENYA CIVIL AVIATION AUTHORITY
Jomo Kenyatta International Airport, P.O. Box 30163 – 00100 Nairobi, Kenya
Tel: +254 020 827 470
Fax: +254 020 822 300

AIR OPERATORS ASSOCIATION
Kenya Association of Air Operators, Wilson Airport, Langata Road, P.O. Box 15013, Nairobi, Kenya Tel: +254 020 606 914
Air Cargo Operations Contacts

AIR OPERATORS

748 Air Services Ltd.
Head Office, Wilson Airport, 748 Plaza, Langata Road, P.O Box 53012 – 00200, Nairobi, Kenya Contact: Samir Abdo Tel: +254 020 606 532 Cell: +254 722 410 257 Email: sabdo@748airservices.com or admin@748airservices.com Web: www.748airservices.com

748 Air Services Ltd.
Jomo Kenyatta International Airport Office, 1st Floor, Room 213, Central Business Building, Jomo Kenyatta International Airport Arrivals, Nairobi, Kenya Tel: +254 020 827 499 Fax: +254 020 827 499

748 Air Services Ltd
Lokichoggio Airport (Main Aircraft Base) P.O. Box 74, Lokichoggio, Kenya Email: loki@748airservices.com Tel: +254 054 32048

A-D Aviation Ltd
Wilson Airport, Langata Road, P.O. Box 47906 – 000100, Nairobi, Kenya Contact: Julie McCann Tel: +254 020 603 041 Cell: +254 722 516 135 Email: adaviation@swiftkenya.com

Airworks Ltd
KRA Hanger, Wilson Airport, Langata Road, Nairobi, Kenya Contact: Larry Roberts Tel: +254 020 604 470 Cell: +254 724 316 047 Email: lroberts@iconnect.co.ke Fleet: Beech 1900, King Air 200, Cessna Caravan

ALS Ltd
Wilson Airport, Langata Road, Nairobi, Kenya Contact: Shakeel Khan Tel: +254 020 608 362 Cell: +254 722 523 876 Email: ops@als.co.ke or aslam@als.co.ke Web: www.als.co.ke Fleet: 2x Dash-8, Buffalo DHC-5, 8x Beech 1900, 2x King Air 200, Cessna Caravan

Astral Aviation Ltd
Wilson Airport, Langata Road, Nairobi, Kenya Contact: Sanjeev Gadhia Tel: +254 020 444 1085 Cell: +254 733 513 120 Email: sg@astral-aviation.com Web: www.astral-aviation.com

Blue Sky Aviation Ltd
Wilson Airport, Langata Road, Nairobi, Kenya Tel: +254 020 607 238 Email: blueskyavi@nbi.ispkenya.com Fleet: LET 410, Cessna 402.

Bluebird Aviation Services Wilson Airport, Langata Road, Nairobi, Kenya Contact: Capt H. Mohammed Tel: +254 020 602 338 Email: bbal@bluebirdaviation.com Fleet: Fokker 50, King Air 200

Boskovic Air Charters Ltd Wilson Airport, Langata Road, Nairobi, Kenya Contact: John Tel: +254 0 20 606 364 Cell: +254 0 722 203 852 Fax: +254 0 20 609 619 Email: boskyops@swiftkenya.com Web: www.boskovicaircharters.com

Capital Airlines Ltd
Wilson Airport, Langata Road, P.O. Box 49232 – 00100, Nairobi, Kenya Contact: Capt Himat Vaghela Tel: +254 0 20 602 984 Cell: +254 0 722 823 954 Email: cal@africaonline.co.ke Web: www.capitalairlines.biz

Phoenix Aviation
Wilson Airport, Langata Road, Nairobi, Kenya Contact: Florence Tel: +254 020 605 836 Email: flightops@phoenixaviation.co.ke Fleet: 2x King Air 200, Citation Bravo.

Trackmark Ltd
Wilson Airport, Langata Road, Nairobi, Kenya Contact: Susie Tel: +254 020 603 582 Email: opsdirector@trackmark.org Fleet: HS748, Cessna 208, King Air 200.

Tradewings Ltd
JKIA, P.O. Box 42474 – 00100, Nairobi, Kenya Contact: Adrian Wilcox Tel: +254 0 20 602 721 Cell: +254 0 722 520 561 Email: nbo.ops@acariza.co.ke Fleet: Embrarer 110

United Airlines Ltd
Wilson Airport, Langata Road, P.O. Box 53521 – 00200, Nairobi, Kenya Contact: Capt Elly Aluvale Tel: +254 020 600 773 Cell: +254 733 512 074 Email: united@todays.co.ke Fleet: 2x LET 410, Cessna 310

OTHER OPERATORS

Air Kenya
Tel: +254-20-563636, 557478 (Nairobi) +254-20-605728/30, 602951 (Wilson Airport) +254-720-054940, 736-522404 (Mombasa) Email: enquries@airkenya.com Website: http://www.airkenya.com

ALS Limited
Tel: +254-20-605510, 607185, 609864, 727666222, 733666262 Mobile: +254727666222, 733666262 Website: http://www.als.co.ke Email: res@als.co.ke, kisumu@als.co.ke Website: http://www.als.co.ke

African Sky Charters
Tel: +254-20-601467/ 8, 602899 Email: africansky@africanonline.co.ke

Air Works
Tel: +254-20-608745, 607905 Email: lroberts@iconnect.co.ke

Bluebird Aviation
Tel: +254-20-603062, 602337 Email: bluebird @Kenya online Website: http://www.bluebird.com

Commuter Air Services
Tel: +254-20-604224, 602604 Email: flight@commairserv.com

East African Air Charters
Tel: +254-20-603858, 605862 Email: admin@eaaircharters.co.ke

Everett Aviation
Tel: +254-20-601638,608785 Email: operations@everettaaviation.com Website: http://www.everettaviation.com

Executive Turbine
Tel: +254-20-604318 Email: info@xturbine.co.ke

Kenya School of Flying
Tel: +254-42-30370,722264835 Email: Aeronav@swiftmalindi.com

Knight Aviation
Tel: +254-20-608101, 607894 Email: knight @todays.co.ke

Phoenix Aviation
Tel: +254-20-601643,604048 Email: phoenix@aviation.co.ke

AIRPORT CONTACT DETAILS

Wilson Airport
Nairobi
Pilot line: +254 020 6003 925 or 6009 870
Fax: +254 020 6004 692

Jomo Kenyatta International Airport Nairobi
Pilot line: +254 020 827 100
Fax: +254 020 827 102

Moi International Airport - Mombasa
Pilot line: +254 041 3433416 or 3433024 or
3433020 or 34330251
Fax: +254 041 3432 069

Malindi Airport - Malindi
Pilot line: +254 042 30463
Fax: +254 042 30428

Kisumu airport - Kisumu
Pilot line: +254 057 202 4499 or 202 5658
Fax: +254 057 202 1035

Eldoret International Airport - Eldoret
Pilot line: +254 053-2062966, 0722403444
Fax: +254 053-2062965

Wajir Airport - Wajir
Pilot line: +254 046 421 024
Fax: +254 046 421 024
Lokichogio Airport
Lokichogio
Pilot line: +254 054 32292, 0723 560 981, 0734 594 038

Mua Hills Radar Station - Mua Hills
Tel: +254 354 245 620
Central Transmitting Station & Workshops
Pilot line: +254 354 273 520

RWANDA AVIATION Contacts

RWANDA CIVIL AVIATION AUTHORITY

General inquiries
info@caa.gov.rw
Fax: (+250)252582609,
Tel: (+250)252585845

Operations
operations@caa.gov.rw
Tel: (+250)788534909
(+250)783020497, (+250)252583441

Clearance
clearance@caa.gov.rw
(+250)783327896

RWANDA AIR CONTACTS

Kigali Airport Office
Kigali International Airport
TEL: +250 732 154 018
Email: reservations@rwandair.com

Abidjan
Boulevard de la République,
Rez de Chaussée, Immeuble JECEDA
Tel : (+225) 20 21 82 50 / (+225) 20 21 82 80, Cel : (+225) 67 01 65 04 / (+225) 08 43 71 78

Abuja - Silverbird Galleria,
Plot 1161, Memorial Drive, Central Business District, F.C.T, Abuja
Tel: 09077778620 / 09077770712
Email: sales.abuja@rwandair.com

Accra - The Elizabeth Building,
Tel.(+233) 302 797 486 | (+233) 540 101 543
Email: sales.accra@rwandair.com
Australia & New Zealand

Bamako
TEL: (+223) 20 23 14 84 / (+223) 20 23 14 85, MOB: (+223) 70 95 4433
Email: Sales.bamako@rwandair.com

Brazzaville - Avanue Amical Cabral.
Centre ville Immeuble city center
TEL: (+242) 066 662 910 / (+242) 053 209 212
Email: sales.brazzaville@rwandair.com

Brussels - Avenue Louise 231, 1050 Brussels
TEL: (+32) 2 669 82 68
Email: sales.brussels@rwandair.com

Bujumbura
14 Chaussee Prince Louis Rwagasore
Jubilee Center
TEL: (+257) 222 51850 / (+257) 222 51849, FAX: (+257) 222 54266 /
Email: sales.bujumbura@rwandair.com

Cape Town
Cape Town International Airport
Main Terminal Building, Departures Level
TEL: +27 21 202 1193
Email: sales.capetown@rwandair.com

Cotonou
Cadjehoun Immeuble Val's Plaza
TEL: (+229) 95 202 623 / (+229) 62 274 177, CELL: (+225) 52 01 01 16
Email: sales.cotonou@rwandair.com

Dakar
67 Avenue Andre Peytavin
TEL: (+221) 338 224 959
Email: sales.dakar@rwandair.com

Dar es salaam
Ali Hassan Mwinyi Rd
VIVA TOWERS, 2nd Floor, Room 19
TEL: (+255) 22 2103435 / +255 782 039152
Email: sales.dar@rwandair.com

Dubai
Al Rais Shopping Centre, Al Mankhool St, Burdubai
TEL: (+971) 43 555 013
FAX: (+971) 43 555 014
Email: sales.dubai@rwandair.com

Frankfurt
D-60313 Frankfurt am Main, Germany
Tel: +49 69 20977640
Fax: +49 69 29801792
Email: rwandair@friends-world.com

Guangzhou
RM1513 Guangdong International Building, Guangzhou, China
Tel: 8620 - 83701079/8620-83701083
Email: china@rwandair.com.cn

Cargo
Tel: 8620-86692290/8620-86692293
Email: booking@rwandair.asia

Harare
143 King George Road
Reservations: +273 8677401401
Airport: +263 8677 501501
Email: sales.harare@rwandair.com

Johannesburg
Holiday House, 156 Bram Fischer Drive
Randburg, Johannesburg
TEL: +27 11 289 8050 / 8080
Email: sales.johannesburg@rwandair.com

Juba
Crown Hotel, Ground Floor,
Along Airport Drive Juba-South Sudan
TEL: (+211) 952 327 777 / (+211) 952 318 888 / (+211) 922 225 932 / (+211) 922 225 933
Email: sales.juba@rwandair.com

Kamembe
Kamembe International Airport
TEL: (+250) 738751695 / (+250) 738668397 / (+250) 735297701
Email: sales.kamembe@rwandair.com

Kampala
Rumee House, Lumumba Avenue, Plot 19, Kampala, Uganda
TEL: +256 414 344 851/2
Airport (Entebbe): +256 772 614 077 / +256 414 322 268
Email (Reservation): sales.kampala@rwandair.com

Kilimanjaro - Plot 15A-area F,Swahili st. Tropicana Building (1st floor)
TEL: (+255) 732 978 558 / (+255) 272 546 190 / (+255) 732 978 501
Email: sales.jro@rwandair.com

Kinshasa
Avenue du 30 Juin, numéro 22 Immeuble PAK2. en face de la poste Commune Gombe à Kinshasa
Tel: +243971135280 / +243826168467
Email: sales.kinshasa@rwandair.com

Lagos
Waterfront Plaza, 270 Ozumba Mbadiwe Street, Victorie Island
TEL: (+234) 01 2799018
(+234) 07010001530 / 31 / 32
Email: sales.lagos@rwandair.com

London
Peeks Brook Lane, Horley, Surrey, RH6 9ST
TEL: +44 (0)1293 874 922
FAX: +44 (0) 1293 874096
Email: sales.london@rwandair.com

Lusaka - Town Office
Thabo Mbeki Road
TEL: (+260) 968 34 5259 / (+260) 950 131 061 / (+260) 211 254 308
Email : sales.lusaka@rwandair.com

AIRPORT OFFICE
Kenneth Kaunda International Airport,
Ground floor,
P.O.BOX 50314, Lusaka Zambia,
TEL: +260 963 015 130 / +260 978 358 643
Email: sales.lusaka@rwandair.com

Mombasa
Nkrumah Road T.S.S Tower - Ground Floor
TEL: (+254) 41 2220095 / (+254) 712 9999 31 / (+254) 736 9999 31
Email: sales.mombasa@rwandair.com

Mumbai
Mumbai 400099, India.
TEL: +91 22 4203 4203 / +91 22 4203 4204
Email: sales.mumbai@rwandair.com

Nairobi - Town office
Mama Ngina street
TEL: +254 20 222 0918 / +254 718 402 599 / +254 733 151 386 / +254 790 926 722
Email: sales.nairobi@rwandair.com

Airport Office
Sales: +254 725 706 807 / +254 731 300 251

Netherlands
GSA APG (Airagencies)
Flamingoweg 9 (room 130)
1118 EE Schiphol
The Netherlands
TEL: +31 (0)20 3161 904
Email: sales@apg-airagencies.com

Tel Aviv
6 Hanatziv St. Tel Aviv 6701033 Israel
Phone: +97235269654 /+97235269802
Email: sales.telaviv@rwandair.com

TANZANIA AVIATION Contacts

TANZANIA CIVIL AVIATION AUTHORITY

Aviation House, Nyerere/Kitunda
Road junction
P.O. Box 2819, Dar es Salaam, Tanzania
Tel: +255 22 2198100
Fax: +255 2844304
Emial: dg@tcaa.go.tz/tcaa@tcaa.go.tz/
baruatcaa.go.tz

TCAA DIRECT CONTACTS

Director General - Hamza S. Johari
+255 222198100
tcaa@tcaa.go.tz

Director Safety Regulation Redemption
Bugomola
+255 222198100
redemptus.bugomola@tcaa.go.tz

Director Economic Regulation
Daniel Malaga
+255 222198100
daniel.malaga@tcaa.go.tz

Director Legal Services
Valley Chamlungu
+255222198100
valleychamlungu@taa.go.tz

Director Corporate Services
theophory A. Mbilinyi
+255222198100
theophory.mbilinyi@tcaa.go.tz

Director Air Navigation Services
John Chambo
+255222198100
john.chmbo@tcaa.go.tz

Principal CATC, Julius Nyerere International Airport
Aristid Kanje
+25522284443
Aristid.kanje@tcaa.go.tz

Civil Aviation Manager, Julius Nyerere International airport
Mwanajumaa Kombo
+255222110223
camjnia@tcaa.go.tz

Civil Aviation Manager, Abeid Amani Karume International Airport
Mbarouk Hamad
+255 242230794
camznz@tcaa.go.tz

Civil Aviation Manager, Kirimanjaro International Airport
Iimis B. Makolowela
+255272554230
camkia@tcaa.go.tz

Civil Aviation Manager, Dodoma Airport
ludovic Josephart Ndumbaro
+255262354418
camdom@tcaa.go.tz

Civil Aviation Manager, Iringa Airport
Rosalia Makwaya
+255262968101
camera@tcaa.go.tz

Civil Aviation Manager, Kigoma Airport
Maotola Miti
+255282988100
camakgm@tcaa.go.tz

Civil Aviation Manager, Songwe International Airport
Godlove Longole
+255252957256
camsgw@tcaa.go.tz

Civil Aviation Manager, Mtwara airport
Christopher Thadei
+255713348552
cammtw@tcaa.go.tz

Civil Aviation Manager, Mwanza Airport
Sumai H. Mgweno
+255282505323
cammwz@tcaa.go.tz

Civil Aviation Manager, Pemba Airport
Said Abbas Kasita
+25524242238
campba@tcaa.go.tz

Civil Aviation Manager, Songes Airport
Betas Julius Nguvumali
+25525951003
camsga@tcaa.go.tz

Civil Aviation Manager, Tabora Airport
Daniel Nyembo
+255262966103
camtbr@tcaa.go.tz

Civil Aviation Manager, Arusha
Shani Msebgwa
+255222110252
camars@tcaa.go.tz

Civil Aviation Manager, Tanga
Moses H. Mwalyoga
+255272977106
camtng@tcaa.go.tz

TANZANIA AIR OPERATORS

Adventure Aloft (T) Ltd
P. O. Box 17019, Arusha, Tanzania
+25527 2543300
+255 686 250153
+255 686 779557
Fax: +255 27 2543300
Email: tarangire@madahotels.com

Air Africa International
P. O. Box 7736, Dar es Salaam
Tanzania
+255 22 21 28780
+255788429686 – Paul Chizi
+255655078820/786078820
Email: airafricaint@gmail.com

Air Eclipse Limited
P. O. B OX 3222, Dar es Salaam
+255 2139250
Email: gm@holidayinn.co.tz

Air Excel Ltd
Fax +255 27 2548429
+255 27 2501595
+255 27 25001597
Email: administration@excelonline.com

Air Tanzania Company Ltd
P. O. Box 543, Dar es Salaam, Tanzania
+255 22 2118411
+255 22 2844239 JNIA
+255 782 737732
Fax: +255 22 2113114
info@airtanzania.com

Airworks (K) Ltd
P. O. Box 27508-00506, Nairobi, Kenya
+254 20 6008745/6
Email: erick.kivindu@airworks.co.ke

Arusha Medivac Limited
P.O. Box 10906, Arusha
+255784349219
Email: jaceker@yahoo.com

Assalaam Air (Z) Company Ltd
P. O. Box 1557, Zanzibar, Tanzania
+255 772771770
Email: info@assalaamair.com

UGANDA

UGANDA CIVIL AVIATION AUTHORITY

UPGRADING ENTEBBE INTERNATIONAL AIRPORT FOR A BETTER PASSENGER EXPERIENCE

Entebbe International Airport's modified terminal building was opened to the public in January 2024 and all facilities are operational and running smoothly.

The imminent commission of a new 20,000 sqm terminal connecting to the current terminal will enhance terminal capacity to at least 3.5 million passengers per year.

The existing and ongoing upgrades being implemented are part of a 20-year National Aviation Master Plan aimed at catering to the growing traffic at Entebbe Airport and enhancing the passenger experience.

www.caa.go.ug Uganda Civil Aviation Authority @UgandaCAA @ugandacaa +256 757 269 670